COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT

CASE NAME: COLORADO AIR AND SPACE PORT SUBAREA PLAN
CASE NO.: PLN2021-00005

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PLANNING AND DEVELOPMENT DEPARTMENT

STAFF REPORT

Board of County Commissioners August 3, 2021

CASE No.: PLN2021-00005	CASE NAME: Colorado Air and Space Port Subarea Plan

Location of Request:	I-70 to the south, Hudson Road. to the west, 72nd Ave. to the north and Harback Road to the east
Nature of Request:	Amendment to the Adams County Comprehensive Plan for the creation of the Colorado Air and Space Port Subarea Plan.
Hearing Date(s):	**PC: June 24, 2021**
	BOCC: August 3, 2021
Report Date:	July 8, 2021
Case Manager:	Nick Eagleson
Staff Recommendation:	RATIFICATION of the approval of Planning Commission with 5 Findings of Fact and 1 Condition

SUMMARY OF APPLICATION

Background:

In 2018, the Federal Aviation Administration (FAA) granted a site operator license to what was then referred to as the Front Range Airport. The license was the 11th of its kind granted in the United States. After receiving the license for a horizontal launch facility, the airport changed its name to the Colorado Air and Space Port (CASP). The Spaceport's 3,200 acres of land makes CASP larger than all other general aviation airports combined.

The Colorado Air and Space Port is surrounded by an area that is anticipated to have a significant amount of future development. In order to best plan for that upcoming development, the Adams County Community & Economic Development Department has been working to develop the Colorado Air and Space Port Subarea Plan with the help from the consultant group Kimley Horn. The Subarea boundaries include Interstate-70 to the south, Hudson Road to the west, 72nd Avenue to the north, and Harback Road to the east. The area is approximately 48 square miles and spans multiple jurisdictions, including unincorporated Adams County (21,079 acres), the City of Aurora (9,738 acres), and the Town of Bennett (375 acres).

The Subarea Plan looks to set the vision and goals for future land use, transportation, and infrastructure decisions for the subarea and serve as a guide for public and private investment around

CASP. The Plan also offers guidance for future land uses, infrastructure requirements, economic development strategies, and development policies and standards for the subarea. The subarea plan identifies opportunities and challenges, while also looking to provide a roadmap for future development that can capitalize on the area's proximity to CASP, while also balancing goals of existing residents and business owners.

The Planning Process:

The planning process for the subarea plan began with an existing conditions report (State of the Subarea), which provided a framework of opportunities and constraints that the subarea is currently facing. The report looked at the existing land use, planned development, transportation, mobility, and public utilities throughout the subarea. The report also looked at how CASP compared to other spaceports throughout the country. A market analysis was also conducted, which provides a summary of the regional employment analysis, planned development, area forecasts, and residential and commercial market potentials.

The subarea plan also incorporates and is supported by recommendations of previous plans and studies for the area. The following plans were incorporated within the subarea plan, and any updates to these plans should incorporate and refine recommendations for the subarea:

- 2012 Imagine Adams County Comprehensive Plan
- 2020 Advancing Adams Comprehensive Plan (currently in progress)
- Aurora Comprehensive Plan
- Town of Bennett Comprehensive Plan
- Northeast Area Transportation Study (NEATS)
- Adams County Open Space, Parks, and Trails Master Plan

Additional pieces of the planning process include the Vision and Goals, which outlines the future of an integrated, innovative, and resilient subarea, the Future Land Use Plan, which focuses on the future of land use, transportation, infrastructure, the natural environment, and economic development. These parts of the planning process look at recommendations, which describes additional goals and strategies for the subarea, including mobility, open space, utilities, and economic development, as well as what things look like moving forward with the Plan, which describes the types of implementation and priorities for the short-term and long-term success.

Future Land Use Plan

The focus of the planning process centered on working with the community and stakeholders to create a future land use plan for the area. The starting point for the Future Land Use Plan looked at previously adopted plans for the area, and how best to incorporate those visions as well. Specific character areas were created to help guide and recommend future development in the area. These character areas include:

- Industry Hub (Mix of commercial and industrial uses, primarily focused on manufacturing, warehousing, and logistics)
- Aerospace and Innovation (Focuses on light industrial, employment, as well as connecting aerospace industries within CASP to supporting businesses)
- Mixed-use Industrial (Low-intensity flex, light industrial, office, and supporting retail land uses)

- Green Energy and Sustainable Agriculture (Solar farms, other forms of renewable energy, greenhouses, and traditional agriculture)
- Community Hub (Centers of activity that support the surrounding areas with retail, daily services, office, entertainment, and civic uses)
- Neighborhood Residential (single-family residential with supporting neighborhood retail, office, and civic uses)

The creation of these character areas, as well as the location throughout the Subarea, was a key component of multiple Steering Committee meetings, as well as multiple focus groups and public outreach. Based on the results of that outreach, a preferred land use scenario was developed.

Outreach:

The Colorado Air and Space Port Subarea Plan process included many opportunities for input from a variety of stakeholder groups, in addition to the community-at-large. A Steering Committee was created to help craft the goals, provide information regarding opportunities, and give advice regarding the planning process. Steering Committee members were also critical for the success of the plan's community outreach by helping inform the process and spread the word about the plan. A total of five steering committee meetings were held over the course of the planning process. These Steering Committee meetings were critical in the collaboration between multiple jurisdictions, and multiple adopted Comprehensive Plans. Steering Committee members included representatives from the following organizations:

- CASP
- Adams County Economic Development
- City of Aurora Planning
- Aurora Water
- Town of Bennett, Planning and Economic Development
- Arapahoe County Long Range Planning
- Denver International Airport
- Rocky Mountain Industrials

Stakeholder focus groups were held to work directly with residents, business owners, and landowners within the subarea. Staff and the consultant conducted a series of focus group meetings to help identify the strengths, weaknesses, opportunities, and threats within each focus area of the subarea. These focus areas included regional context, zoning, land use and planned development, future land use, and infrastructure.

The Subarea Plan also had a designated website, which aided in conducting three online workshops to gauge public feedback throughout the process. The website was frequently updated with community workshop announcements, materials being presented at workshops, and links to online surveys. The website received over 500 visitors throughout the duration of the planning process.

Vision and Goals:

Land Use	Develop a land use pattern that is economically vibrant and well-integrated with surrounding communities to create new employment, commercial, and residential areas for the subarea. This should also be done in a way to limit future conflicts between surrounding land uses and CASP, while also planning for compatible land uses that protect the long-term operations and success of CASP.
Mobility	The Plan should create a more complete, connected, and multi-modal transportation network that fosters responsible growth for this region of the County. Transportation investments should also contribute to the Subarea's economic development, sense of place, and sustainability.
Utilities	A physical and financial strategy should be created for future utility improvements that promotes coordinated development. Utility infrastructure should also provide safe, reliable, and economical for residents and businesses within the subarea.
Economic Development	Establish the subarea as a nationwide hub for aerospace related research, development, and employment, along with an economic driver for Adams County and the region. Attract a mix of development types to provide essential services to surrounding communities.
Parks and Open Space	Promote sustainable, waterwise, development strategies in the public and private sectors. Recognize, protect, and enhance gateways and trails as multimodal connections that provide a variety of experiences and habitats for people, plants, and wildlife.

Development Standards and Regulations:

Section 2-02-15 of the Adams County Development Standards and Regulations details the procedures for amendments to the Adams County Comprehensive Plan. In the case of a Comprehensive Plan amendment, the Planning Commission shall make a decision on the amendment and the matter will be referred to the Board of County Commissioners to ratify the decision at a public hearing.

Section 2-02-15-06-03 of the Development Standards and Regulations lists three criteria for reviewing amendments to the Comprehensive Plan. The first criterion requires consistency with the goals and policies of the Adams County Comprehensive Plan. The second criterion requires the amendment to be consistent or compatible with the land use, transportation, and open space maps in the Adams County Comprehensive Plan. The third criterion requires the amendment advances the health, safety, and welfare of the citizens and property owners of Adams County.

PLANNING COMMISSION UPDATE:

The Planning Commission (PC) considered this request on June 24, 2021. There were two members of the public who spoke at the hearing. The first comment was regarding the alignment of Watkins

Road shown towards the northwest portion of the subarea. Staff has made the corrections to the maps within the Subarea Plan. The second comment questioned future land uses within the Colorado Air and Space Port restriction areas. The Planning Commission voted to approve the Colorado Air and Space Port Subarea Plan by a 6-0 vote.

STAFF RECOMMENDATION

Staff believes the proposed Colorado Air and Space Port Subarea Plan demonstrates a more proactive forward-thinking approach to planning for the region. The Plan also recommends more collaboration between Adams County and the communities of Aurora and the Town of Bennett. Therefore, staff is recommending Ratification of the Approval of Planning Commission based on the following findings of fact:

Staff Recommendation:	RATIFICATION of the Approval of Planning Commission with 5 Findings of Fact and 1 Condition

RECOMMENDED FINDINGS OF FACT

1. Development patterns or factors have substantially changed in ways that necessitate or support the plan.

2. The proposed Colorado Air and Space Port Subarea Plan is consistent with the goals and policies of Adams County.

3. The proposed Colorado Air and Space Port Subarea Plan is consistent and/or compatible with the land use, transportation, and open space plans.

4. The proposed Colorado Air and Space Port Subarea Plan advances the health, safety, and welfare of the citizens and property owners within the region.

5. The proposed Colorado Air and Space Port Subarea Plan does not overburden the County's existing or planned infrastructure systems, or else provides measures to mitigate such impacts.

RECOMMENDED CONDITION OF APPROVAL

Recommended Condition to the Applicant:

1. Up until August 31, 2021, the Development Services Department staff may make minor corrections to the Colorado Air and Space Port Subarea Plan, including but not limited to, typographical errors, to ensure accuracy and consistency throughout the Plan.

REFERRAL AGENCY COMMENTS

Referral agencies such as Aurora Water, City of Aurora Planning, Town of Bennett (Planning and Economic Development), Arapahoe County, and Rocky Mountain Industrials are also a part of the Steering Committee and provided feedback at the final Steering Committee meeting. Those comments were included in the final draft version.

CITIZEN COMMENTS

Staff received three comments from citizens in regard to the proposed Colorado Air and Space Port Subarea Plan during the referral process. The first comment was from a property owner at the southeast portion of the subarea and had specific questions about how the future land uses would benefit his property value. The comment overall was in support of the proposed subarea plan. The second citizen comment was from a property owner/business owner adjacent to the northwest portion of the Spaceport. The citizen had concerns over the new future land use designation for this area and how that would impact a renewal of their conditional use permit in the future. The third citizen comment was regarding the Kiowa Creek Farms development, which will be accessed off of Colfax Avenue and Harback Road. The 253-acre development will be annexed into the Town of Bennett and will include mixed-use commercial, high density residential, and medium density residential. More flexibility for residential in this area was requested as part of the subarea plan's future land use recommendations.

COUNTY AGENCY COMMENTS

ADAMS COUNTY PUBLIC WORKS DEPARTMENT:
Adams County Public Works Department responded with several comments about incorporating elements of this subarea plan into the Transportation Master Plan and the Comprehensive Plan update, Advancing Adams. It was also mentioned that it is important to focus on a transportation corridor to move people and goods, not just vehicles. Additionally, in the districts that include a higher number of freight vehicles, designs should reflect wide turn radii, segment prohibitions, and other solutions in the toolbox that accommodate larger and heavier vehicles. These comments have been incorporated in the Plan.

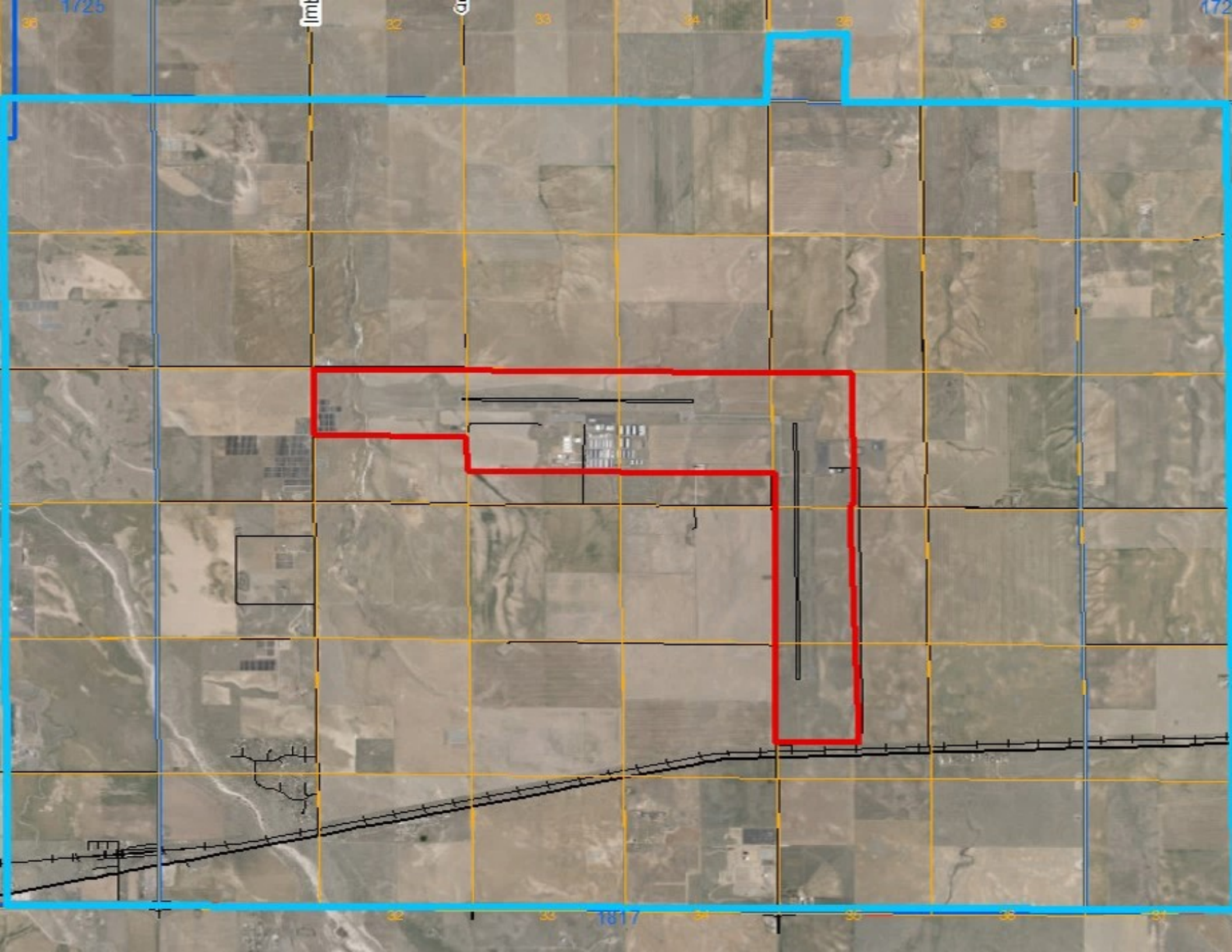
ADAMS COUNTY PARKS, OPEN SPACE & CULTURAL ARTS DEPARTMENT:
Adams County Parks, Open Space, & Cultural Arts Department responded with several comments, including, the potential to maintain any new parks open space, or trails within the area. An additional comment was provided regarding the importance of pocket parks and the difficulties to manage and maintain. These comments have been incorporated into the Plan.

REFERRAL AGENCY COMMENTS

Responding without Concerns:
Xcel Energy
RTD

Notified but not Responding /Considered a Favorable Response:

27J Schools
Adams County Attorney
Adams County Sherriff
Arapahoe County
Bennett Fire Protection District #7
Bennett Parks and Recreation District
Bennett School District 29J
Box Elder Water & Sanitation District
Century Link
City of Aurora
Colorado Department of Transportation
Comcast
Denver International Airport
Intermountain Rural Electric Association
Metro Wastewater Reclamation
Port Colorado
Prairie View Homeowners Association
Rocky Mountain Industrials
Town of Bennett
Transport Metropolitan District No.1
Union Pacific Railroad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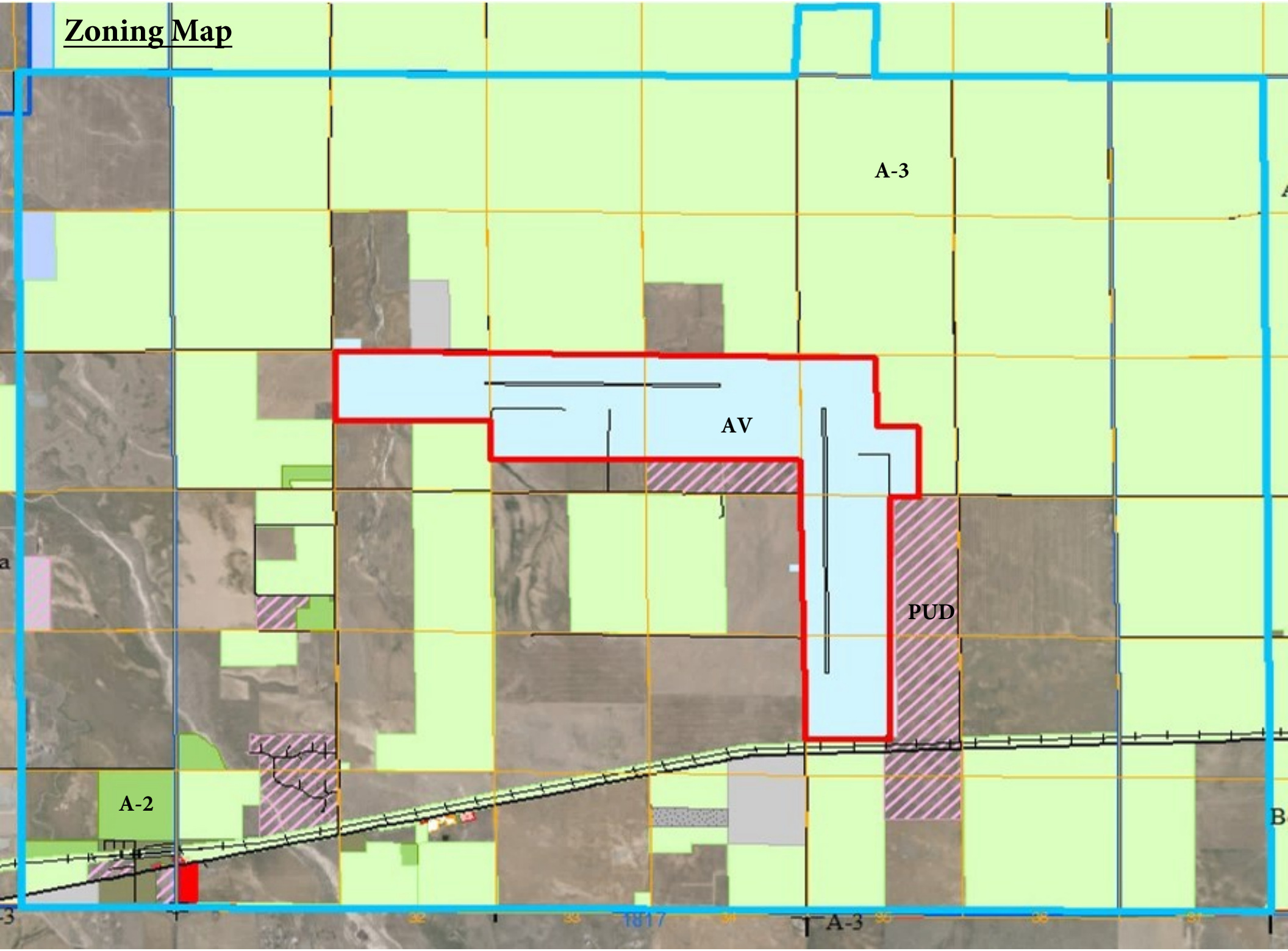
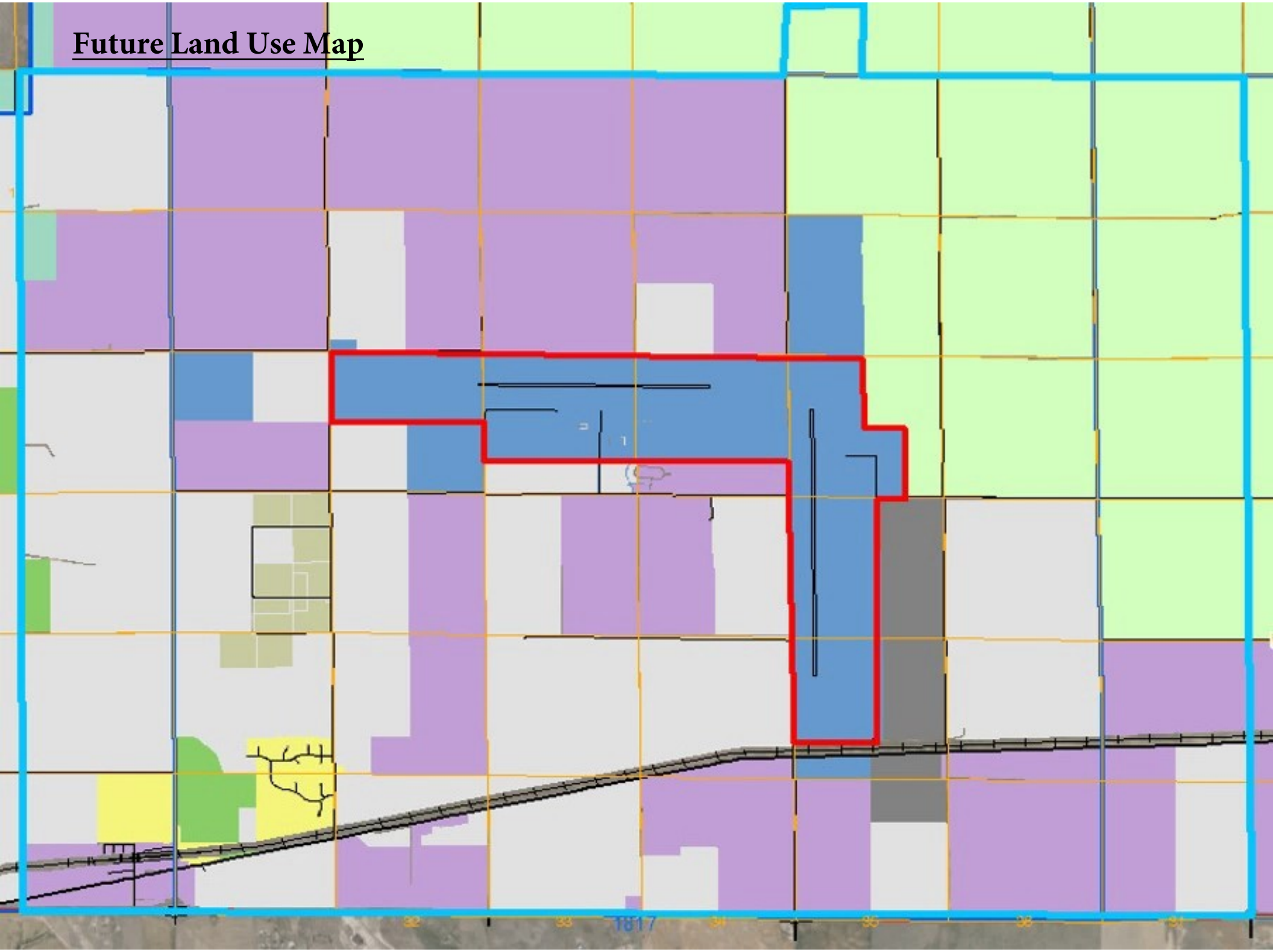
Zoning Map



Future Land Use Map



Colorado Air and Space Port

Subarea Plan

ACKNOWLEDGMENTS

Board of County Commissioners

Eva J. Henry, *District 1*

Charles "Chaz" Tedesco, *District 2*

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Steve O'Dorisio, *District 4*

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Additional Acknowledgments

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ACRONYMS

AIZ	Airport Influence Zone
ACRE	Aurora Campus for Renewable Energy
BID	Business Improvement District
BMP	Best Management Practices
CIP	Capital Improvements Program
CASP	Colorado Air & Spaceport
CDOT	Colorado Department of Transportation
DEN	Denver International Airport
EDC	Metro Denver Economic Development Corporaton
GID	General Improvement District
NEATS	Northeast Area Transportation Study
PUD	Planned Unit Development
PIF	Public Improvement Fee
RTD	Regional Transportation District
SCRL	Second Creek Regional Lift Station
SID	Special Improvement District
TIF	Tax Increment Financing
UPRR	Union Pacific Railroad
URA	Urban Renewal Authority

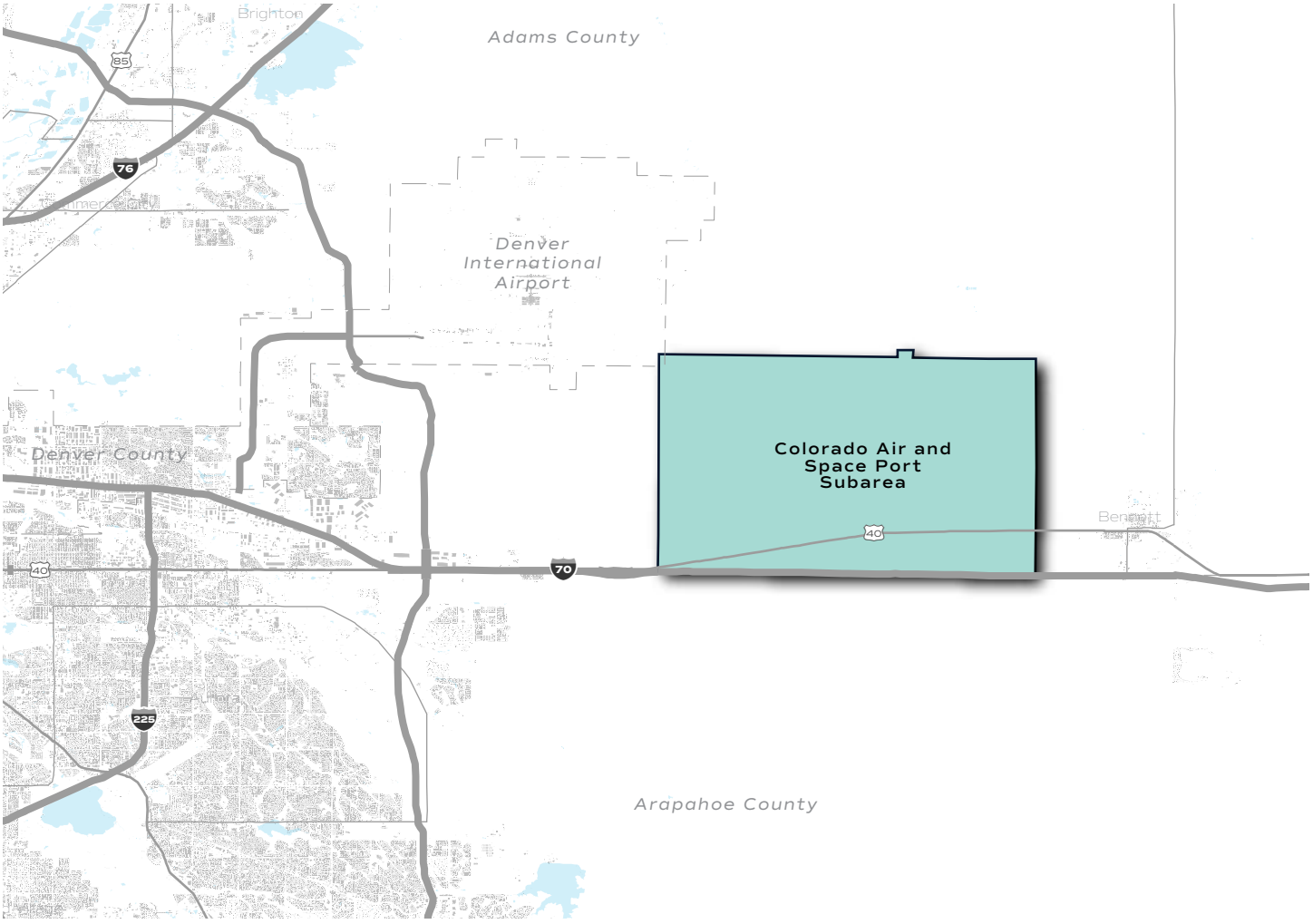
Chapter 1

Introduction

The Colorado Air and Space Port (CASP) is poised to serve as one of the nation's hubs for commercial space transportation, research, and development. Colorado and the Denver-Aurora metropolitan area has a robust aerospace industry, including 280 aerospace relatd companies and more than 500 suppliers providing space-related products and services. The CASP is located six miles from Denver International Airport (DEN) with regional connectivity provided by I-70 and is in proximity to the Union Pacific Railroad (UPRR) mainline. The CASP is surrounded by multiple jurisdictions, including unincorporated Adams County, the City of Aurora, the Town of Bennett, Arapahoe County, and the City and County of Denver. Each of these jurisdictions play a key role in development around the CASP and will be integral to the success of the airport-related mixed-use employment area surrounding DEN (also referred to as the aerotropolis region).

The CASP subarea, shown in **Figure 1-1**, is located 22 miles east of Downtown Denver in Adams County within the Denver-Aurora metropolitan area, which is expected to grow by more than one million in population by 2050. Development is increasing in the area, which is why it is important to envsion near- and long-term goals for the planning area. I-70, just south of the subarea, connects the subarea to the Midwest region to the east, Denver's western suburbs, foothills communities, and beyond to the West. The UPRR mainline links the subarea to 23 states in the western two-thirds of the United States, along with connecting to Canada and Mexico's rail systems. Other municipalities and unincorporated areas within a 30-minute drive of the subarea include Aurora and Denver to the south; Brighton and Lockbuie to the north; Watkins, Bennett, Strasburg, and Byers to the east; and Commerce City, Lakewood, Arvada, Wheat Ridge, and Westminster (among others) to the West.

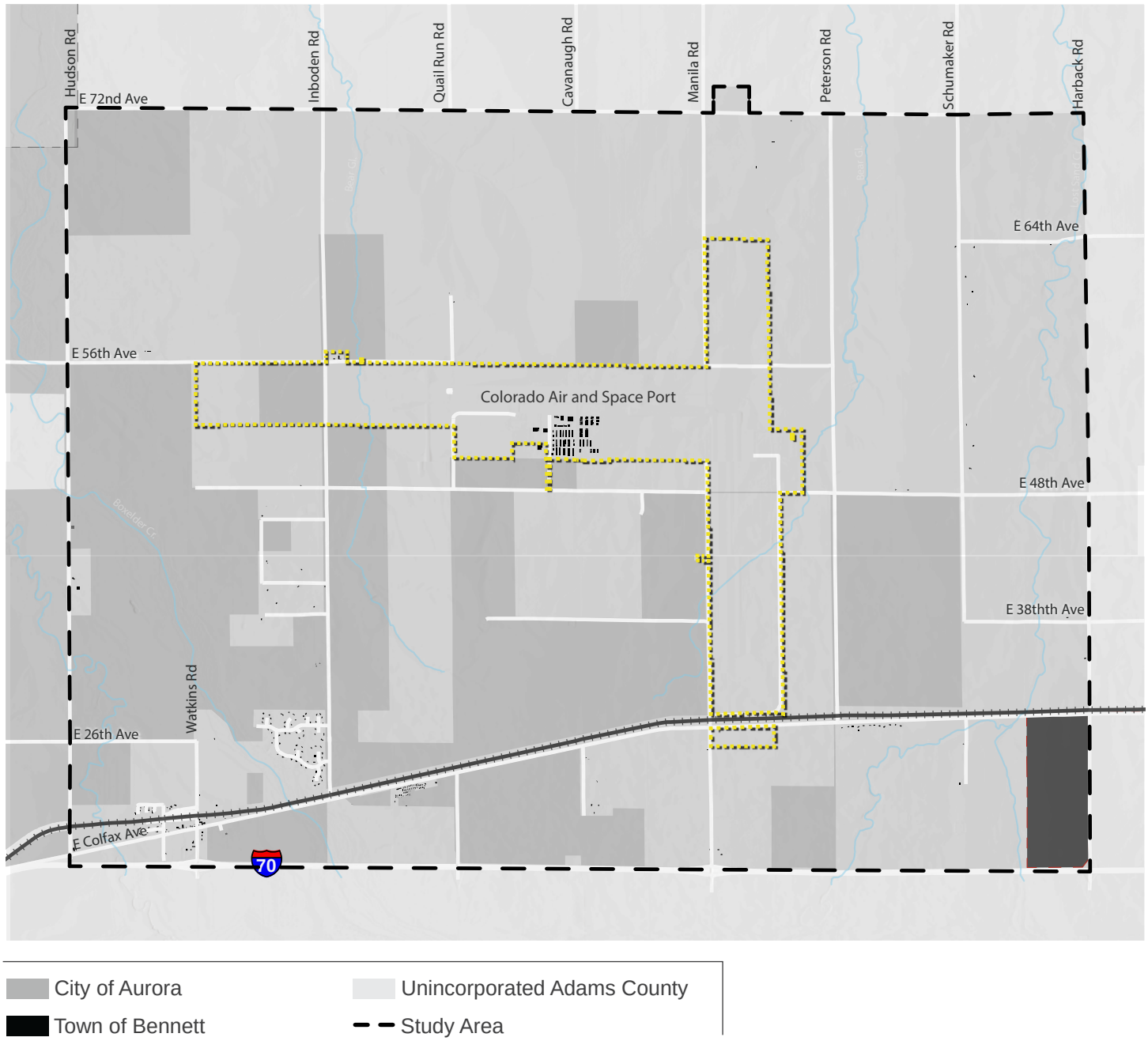
Figure 1-1 Context Map



Plan Area

The study area boundaries include I-70 to the south, Harback Road to the east, 72nd Avenue to the north, and Hudson Road to the west. The subarea is shown in **Figure 1-2**. The subarea planning area is approximately 48 square miles and spans multiple jurisdictions including unincorporated Adams County (21,079 acres), the City of Aurora (9,738 Acres), and the Town of Bennett (375 Acres). Landmarks within the subarea include the CASP, Colfax Avenue, Bear Creek, and Box Elder Creek.

Figure 1-2 Planning Area Map



Plan Purpose

This plan sets the vision and goals for future land use, transportation, and infrastructure decisions for the subarea and serves as a guide for public and private investment around the CASP. This plan builds upon other planning efforts and offers plan guidance for future land uses, infrastructure requirements, economic development strategies, and development policies and standards for the subarea. The plan identifies challenges and opportunities while providing appropriate policy guidance, given the area's unique location surrounding the aerotropolis around DEN.

The purpose of this plan is to provide a roadmap for future growth and development that capitalizes on the area's proximity to the CASP without creating any conflicts between future development and CASP operations, while also balancing the goals of existing residents and business owners. It is not too soon to meet this challenge and set a strategic vision for the subarea that will guide future development and change to the benefit of all existing and future residents, business owners, employees, property owners, and visitors.

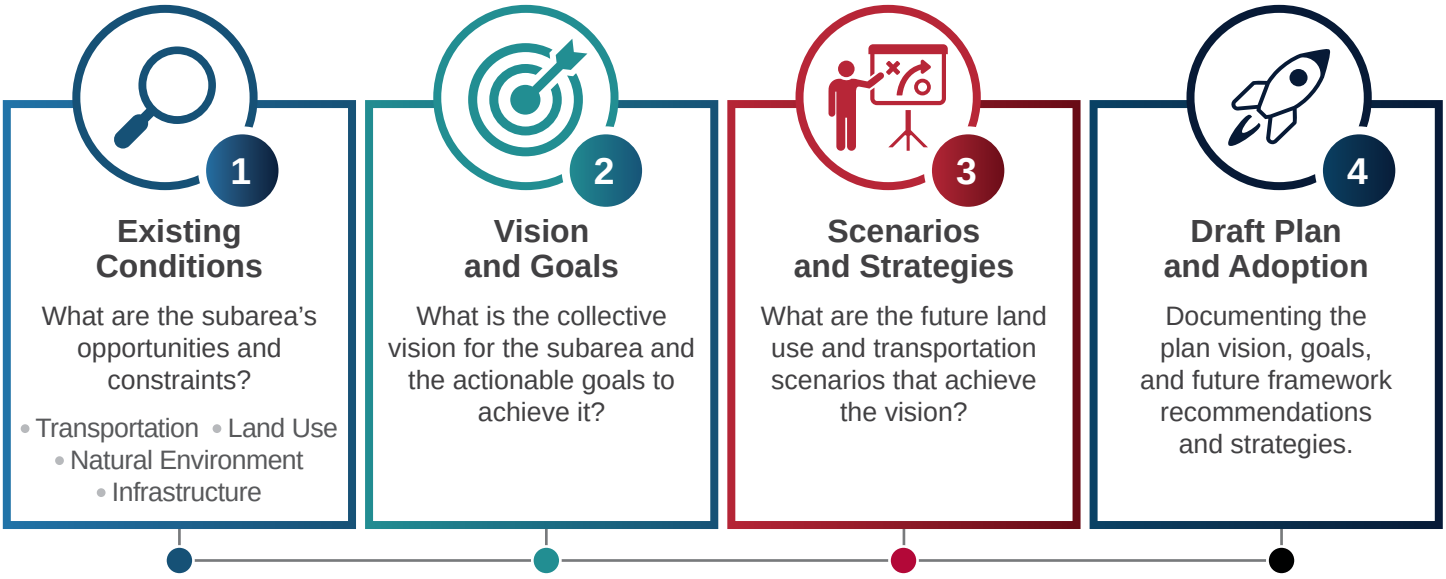
The Planning Process

The CASP Subarea Plan was developed following an extensive planning process. Occurring during the COVID-19 pandemic, the planning process used a multitude of online tools to relay the community's vision into a market-feasible plan that reflects the community's goals to help direct the growth within the subarea.

The CASP subarea planning process, shown in **Figure 1-3** below, started from the ground up, beginning with an existing conditions report (State of the Subarea) which provides a framework of opportunities and constraints that the subarea is currently facing. This report highlights the existing land use, planned development, transportation, mobility, and public utilities throughout the subarea, along with a better understanding of the CASP's standing among other spaceports throughout the country. The market analysis provides a summary of the regional employment analysis, planned development, area forecasts, and residential and commercial market potentials. The market analysis and case study analysis also covers case studies and compares regional employment characteristics of the Denver-Aurora metropolitan area to metropolitan areas around peer spaceport locations throughout the United States. The full State of the Subarea. market analysis, and competeitive analysis can be found in the Appendix.

The planning team held three workshops, numerous smaller focus group meetings, and two online surveys to seek input from subarea stakeholders and the community at large to identify planning goals, challenges, and opportunities; review potential future scenarios; and review and comment on the preferred concept. At the workshops, participants evaluated existing conditions, answered questions, identified challenges and opportunities, and took part in a mapping exercise to provide feedback on future land use scenarios for the next 20 years. At the end of the planning process, an additional online workshop was held to review and comment on the draft plan text and policies.

Figure 1-3 Planning Process



Planning Context

Existing Plan and Studies

This plan represents the land use, urban form, transportation, and economic development vision for the CASP subarea. Adoption of this plan updates any comprehensive plan recommendations for the area. This plan incorporates or refines recommendations of previous plans and studies for the area. Any updates to the following plans should incorporate and refine recommendations for the subarea based on this plan:

- Adams County Comprehensive Plan
- Aurora Comprehensive Plan
- Town of Bennett Comprehensive Plan
- Northeast Area Transportation Study (NEATS)
- Adams County Open Space, Parks, and Trails Master Plan

Approved Development Plans

There are numerous approved development plans within the subarea, shown in **Figure 1-4**. This Subarea Plan does not change any of the existing entitlements or approvals of those development plans, but it can serve as an additional resource to help guide the build-out of approved development plans including:

- Northgate Technical Park
- Port Colorado
- Rocky Mountain Rail Park
- Aurora Campus for Renewable Energy (ACRE)
- Prospect Ridge

Other Ongoing Planning Efforts

Several ongoing studies and planning efforts overlap geographically with the subarea. The planning team coordinated with each of these efforts to ensure the most efficient use of resources and to maintain consistency among plan recommendations. The CASP Subarea Plan will coordinate with and inform the following plans:

- CASP Master Plan
- Adams County Comprehensive Plan Update
- Box Elder Basin Utility Planning

How To Use This Plan

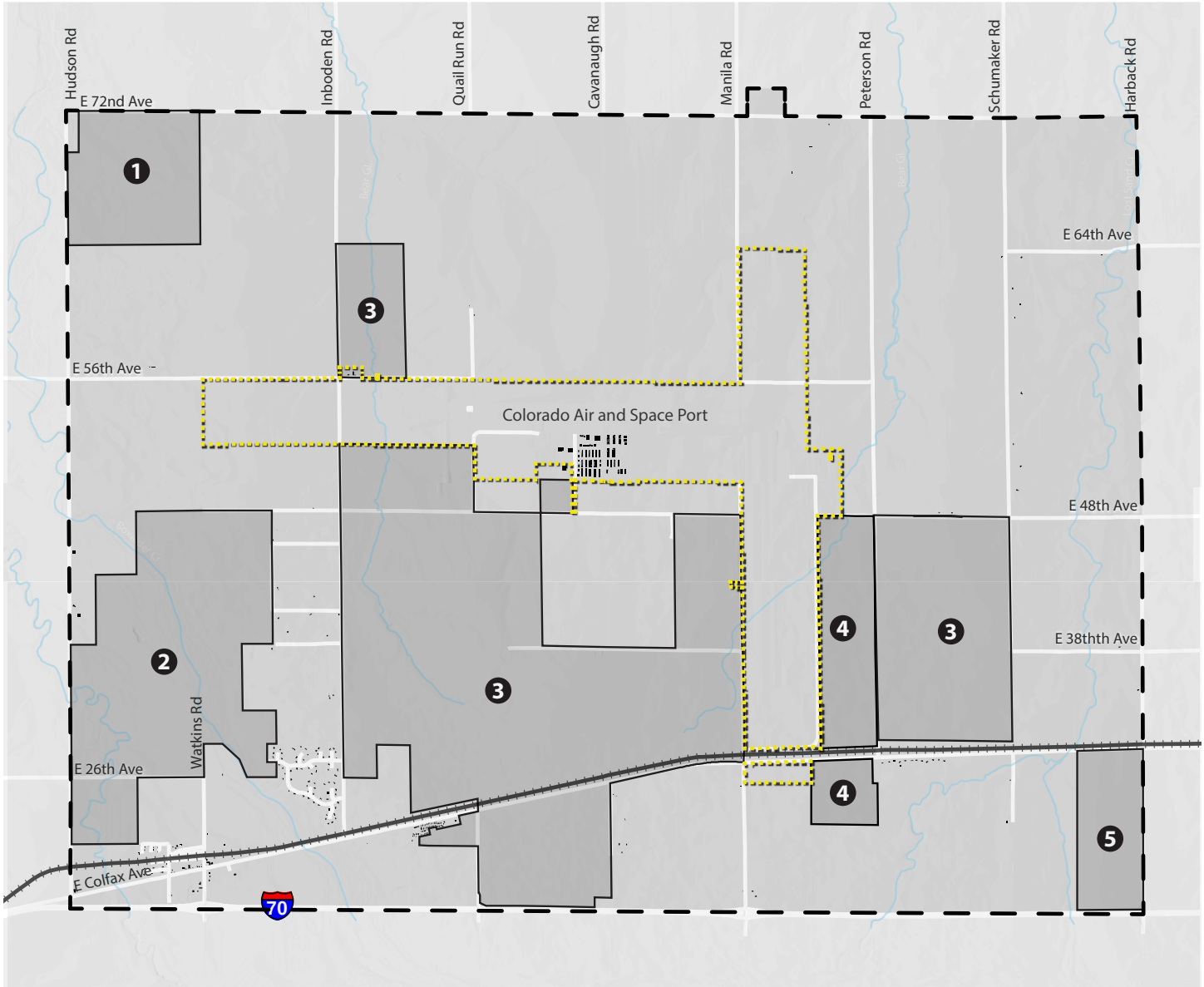
The CASP Subarea Plan outlines the vision, recommendations, and implementation strategies for evolution and enhancement of the planning area. It builds on the area's existing opportunities and regional connections, setting the course for dynamic future. This plan proposes an integrated land use and transportation framework, which is flexible, yet provides predictability and guidance to future development. When implemented, it will also prove to be transformational for the subarea. The plan sets forth a comprehensive and holistic approach, weaving together a nuanced set of strategies that will collectively elevate the subarea into an integrated, innovative, and resilient area.

Most importantly, it will take a concerted and collaborative alignment of resources for the area to attain its vision. Adams County, neighboring jurisdictions, the CASP, relevant local and state government agencies, non-profit stakeholders, residents, business and property owners, and other key parties must all be strong partners in moving the subarea forward. The plan provides a sound policy basis for a thriving subarea. The recommendations identified in the plan provide direction to guide day-to-day decision making related to land use, public investment, private development, and partnerships. The plan is intended to give the latitude needed to pursue unforeseen opportunities that will arise and to respond to new challenges over the coming years.

The plan is divided into the following sections in addition to this introduction:

- **Chapter Two: State of the Subarea** summarizes the key opportunities and constraints, along with an exploration of the subarea's market conditions
- **Chapter Three: Community Conversation** summarizes the community engagement process, outlining the different engagement strategies used during the planning process and the key themes of the community conversation
- **Chapter Four: Vision and Goals**, outlines the future of an integrated, innovative, and resilient subarea
- **Chapter Five: Future Land Use Plan** outlines the future of land use, transportation, infrastructure, the natural environment, and economic development for the subarea
- **Chapter Six: Recommendations** describes additional goals and strategies for the subarea, including mobility, open space, utilities, and economic development
- **Chapter Seven: Moving Forward** describes the types of implementation and priorities for the short- and long-term to ensure the success

Figure 1-4 Planned Developments



Planned Developments

1. Northgate Technical Park
2. ACRE
3. Transport Colorado
4. Rocky Mountain Rail Park
5. Prospect Ridge

Chapter 2

State of the Subarea

This chapter summarizes the existing conditions throughout the subarea, which are defined by regional context, zoning, land use and planned developments, transportation and mobility, water and wastewater utilities, market analysis, and a peer spaceport competitive assessment. Each of these components has an important role in setting the foundation for the vision, goals, and future recommendations for the subarea. The complete State of the Subarea Report, Market Analysis, and Peer Spaceport Competitive Analysis can be found within the **Appendix A**.

Key Takeaways

Regional Context

The CASP is located within multiple jurisdictions including Adams County, the City of Aurora, and the Town of Bennett. With its proximity to Downtown Denver, DEN, UPRR, and I-70, the subarea has begun to see increasing development pressure.

The key takeaways for the regional context of the subarea are:

- The subarea is well-positioned to take advantage of proximity to DEN, UPRR, and I-70 well-positions the subarea for increased commercial and residential growth over the next 20+ years
- Multiple jurisdictions within the subarea will need to work together to implement the Plan's vision and recommendations

Competitive Analysis

The competitive analysis provides an assessment of seven peer spaceports and how CASP's surrounding land uses and economic impact compares. The analysis characterizes the types of unique incentives that can be available to spaceports throughout the United States, including financing opportunities, training, and tax credits. It also characterizes the existing and planned capabilities of the peer spaceports including access to specific orbits, types of testing facilities, and local workforce expertise. This assessment suggests potential areas of differentiation for the Subarea Plan and will help Adams County effectively position itself within the emerging commercial spaceport marketplace. The full analysis can be found in **Appendix A**.

The key takeaways from the competitive analysis of the subarea are:

- CASP's proximity to existing aerospace companies and its relative geographic accessibility can help the subarea stand apart from its peers and help accelerate economic and local development
- A challenge for CASP's ability to compete with its peers is congested airspace and the lack of a state-level space authority

Market Analysis

The market analysis explored regional employment trends, planned development, area forecasts, and development projections by market sector. The market analysis also covers case studies and compares regional employment characteristics of the Denver-Aurora metropolitan area to peer spaceport locations' metropolitan areas throughout the United States. The full market analysis can be found in **Appendix A**.

The key takeaways for the market analysis of the subarea are:

- Future labor force considerations are important when considering spaceports and their surrounding supporting development. Access to an educated labor force is important for future employers that would potentially consider a spaceport-adjacent location.
- Overall, about 17,000 acres are designated for office, industrial, and other commercial uses but are yet to be developed in the market area. Port Colorado is a large planned industrial/rail-oriented business park in the subarea at more than 5,415 acres. Rocky Mountain Industrials is also a major land owner within the subarea with similar future land use plans.
- There is currently a 2,000-unit gap between existing supply and forecasted demand for residential units within the subarea.
- Given the long-term nature of development at CASP, interim uses such as solar farms, training and testing, oil and gas, and other uses should be considered.
- Future employment and residential growth would support the need for commercial/retail services within the subarea.

Zoning

The subarea includes a diverse range of zoning districts within the City of Aurora, Adams County, and Town of Bennett zoning codes. While there are a range of different zone districts, the largest portion of the subarea is zoned for agricultural, aviation, industrial, and Planned Unit Development (PUD).

The Airport Influence Zone (AIZ), referred to by Adams County as "Aviation District," protects future residential development from adverse noise and ensures a compatible land use within this district. The AIZ also protects the safe operations of the airport and ensures it is overseen by the appropriate city and county planning and development departments. The AIZ has been adopted by Adams County and Arapahoe County and includes two restriction areas with a series of guidelines for new development occurring within each area.

The key takeaways for zoning within the subarea are:

- Most of the subarea comprises agricultural zoning, which allows for low-density residential development
- Most of the land located between the CASP and I-70 comprises industrial- or aviation-zoned districts (AD, I-1, and I-2)
- The AIZ helps to regulate conflicts with new development and CASP operations, though may not do enough to limit all future concerns
- There are limited areas, primarily in the southern area of the subarea, with residential zoning
- The city of Aurora Airport Overlay includes the AIZ and noise contours, but does not recognize the restriction areas.

Land Use and Planned Developments

The existing land uses within the subarea primarily comprise agricultural, open space/natural features, and vacant land with small areas of residential, commercial, and aviation/energy along Colfax Avenue and Imboden Road. The residential land uses include the Prairie View neighborhood along Imboden Road, which consists of large-lot single-family dwellings, as well as the Galambs Mobile Home community along Colfax Avenue.

The commercial land uses include highway commercial and retail services such as gas stations, hotels, and auto-related businesses. These land uses are located along Colfax Avenue and Watkins Road to accommodate residents and travelers along the I-70 and Colfax Avenue corridors.

The existing land uses do not reflect the wide range of zoning districts within the subarea. However, multiple development plans are advancing and anticipated to implement their respective zoning districts. These approved developments include ACRE, Port Colorado, Rocky Mountain Rail Park, and Northgate.

The key takeaways for the land use and planned developments within the subarea are:

- The existing land uses do not reflect the wide range of zoning districts within the Subarea.
- Port Colorado is the largest landowner within the Subarea and is planning for a series of developments which includes rail-served industrial, mixed-use commercial, data centers, and air-related industries.
- The comprehensive plans within Adams County, Aurora, and Bennett will help guide the vision and goals of the Subarea.

Transportation and Mobility

The CASP subarea includes multiple transportation modes including vehicular and rail networks. The subarea has direct access to I-70, a major east-west interstate highway connecting CASP to Downtown Aurora and Denver and DEN. In addition to I-70 is the rail alignment of UPRR along the northern edge of Colfax Avenue (US 36). Colfax Avenue, Imboden Road, and 56th Avenue are currently the main roadways in the subarea. Both Colfax Avenue and 56th Avenue are designated principal arterials, while Imboden Road is designated as a rural arterial.

The existing rail network within the subarea consists of the UPRR, which runs parallel to the northern edge of Colfax Avenue (US 36). The UPRR alignment provides additional access opportunities for current and future development within the subarea. This alignment also affects the vehicular traffic and access along Colfax Avenue (US 36) and I-70.

There are proposed corridors from the Adams County Comprehensive Plan that connect 56th Avenue to the east, along with a connecting corridor from Imboden Road to Quail Run Road. There are bicycle facilities planned for both Colfax Avenue and Imboden Road in the future along with multimodal trails planned for Colfax Avenue and along Box Elder Creek and West Box Elder Creek.

The key takeaways for transportation and mobility within the subarea are:

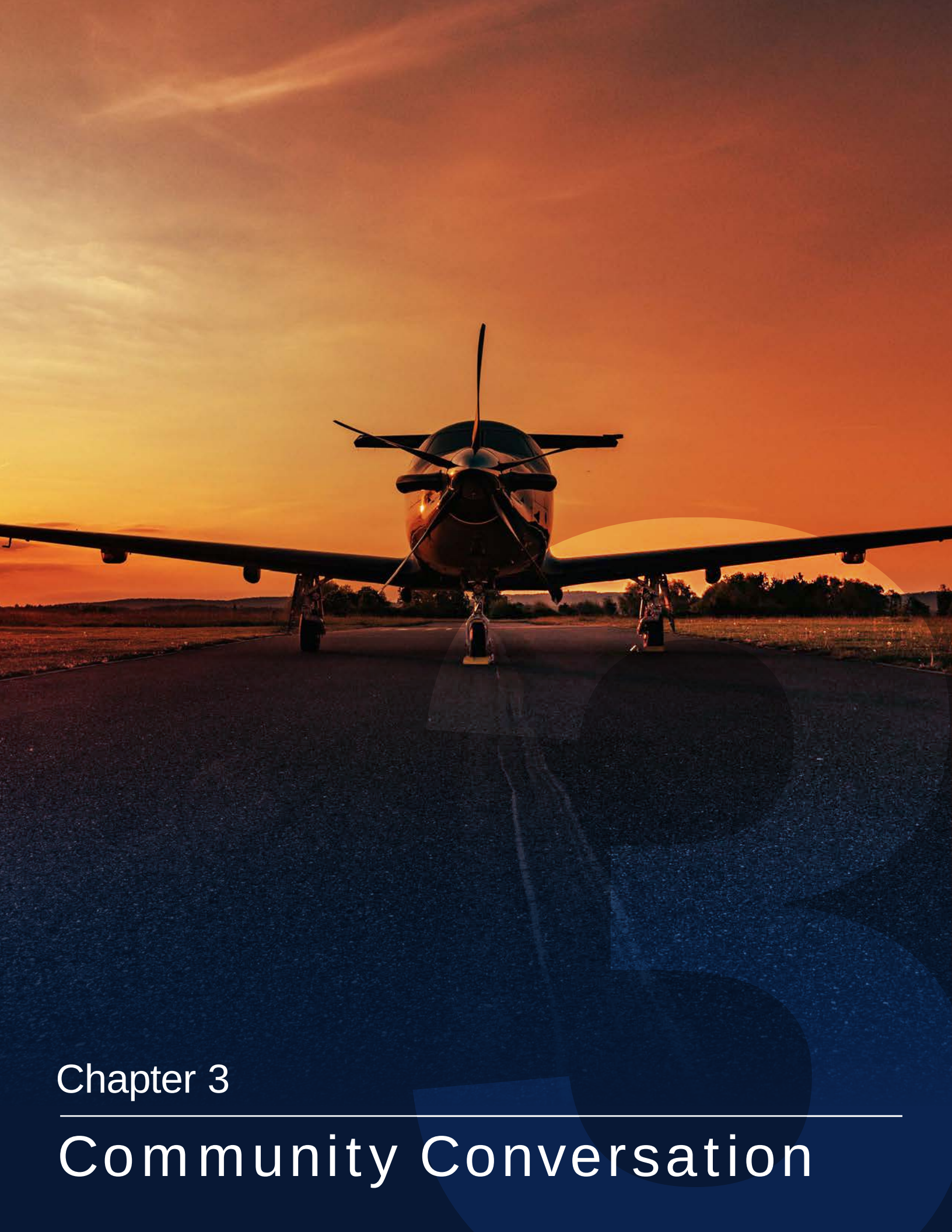
- The existing transportation network includes a major east-west interstate highway and freight-rail alignment (UPRR) connecting CASP to Downtown Denver
- The subarea includes a network of paved and unpaved roadways which provide access within CASP and to the outer boundaries of the subarea
- The average daily traffic throughout the subarea is relatively low; however, these counts are projected to increase dramatically over the next 20 years

Water and Wastewater Utilities

Most of the utilities throughout the subarea are provided on-site. The 2018 City of Aurora Capital Improvements Program (CIP) included some of the subarea boundary. The Aurora CIP included wastewater projects, such as gravity sanitary sewer interceptors connecting to lift stations and forcemains, ultimately discharging to Second Creek Regional Lift Station (SCRLS). Coordination should be performed with the City of Aurora to understand the allotted capacity of regional wastewater infrastructure and timing of projects BE2 and BE3 to understand whether this infrastructure can support development within the subarea. The subarea is not currently served by any water utilities, but the City of Aurora is exploring options to connect the subarea with its existing water system.

The key takeaways for the water and wastewater utilities within the subarea are:

- New development within the subarea will be dependent on the future water distribution and wastewater systems.
- A multi-jurisdictional effort will be needed to provide adequate water and wastewater infrastructure throughout the subarea



Chapter 3

Community Conversation

The CASP Subarea Plan is focused around creating a community-driven vision for the future of the subarea. Working together with residents, property owners, and business owners within the planning area was critical to developing a vision driven by those who have ownership in reshaping the future of the area. Due to the COVID-19 pandemic, the planning team designed and implemented a completely online engagement strategy, shown in **Figure 3-1**, complete with online workshops, focus groups, digital surveys, and other strategies. The purpose of the online engagement was to solicit feedback from the community on what they believe are the greatest opportunities and challenges, as well as their vision for the subarea. The community also provided comments on the draft plan. Additionally, the plan steering committee provided critical feedback on the vision and recommendations of the plan, and helped guide the planning process. The project management team worked to take the ideas and concepts generated by the community and the Stakeholder Committee and turn them into an actionable yet visionary plan. The Adams County Planning Commission and Board of County Commissioners ultimately adopted and ratified the subarea plan.

Figure 3-1 Community Engagement Process

Steering Committee

The steering committee consisted of representatives from the CASP, adjacent developments, and departments from Adams County, Arapahoe County, City of Aurora, and the Town of Bennett. The Steering Committee helped craft the plan goals, provided invaluable information regarding issues and opportunities, and gave advice regarding the plan process. Steering Committee members were also critical for the success of the plan's community outreach by helping inform the process and spread the word about the plan. A total of five steering committee meetings were held over the course of the planning process.

Steering Committee Representatives

- CASP
- Adams County Economic Development
- City of Aurora Planning
- Aurora Water
- Town of Bennett, Planning and Economic Development
- Arapahoe County Long Range Planning
- DEN
- Rocky Mountain Industrials

Stakeholder Focus Groups

Stakeholder focus groups were held to work directly with residents, business owners, and landowners within the subarea. The Planning Team conducted a series of focus group meetings to help identify the strengths, weaknesses, opportunities, and threats within each focus area of the subarea. These focus areas included regional context, zoning, land use and planned development, future land use, and infrastructure.

Community Workshops

Online Workshop #1 – *State of the Subarea*

The first online workshop asked participants to review the draft state of the subarea report, which highlights the existing conditions of the subarea, including existing land use, transportation, and planning context, among other topics. The community was asked to provide their thoughts on the biggest opportunities and challenges of the subarea based on the key takeaways highlighted in the report, along with sharing some idea for the future vision for the subarea.

Online Workshop #2 – *Future Scenarios*

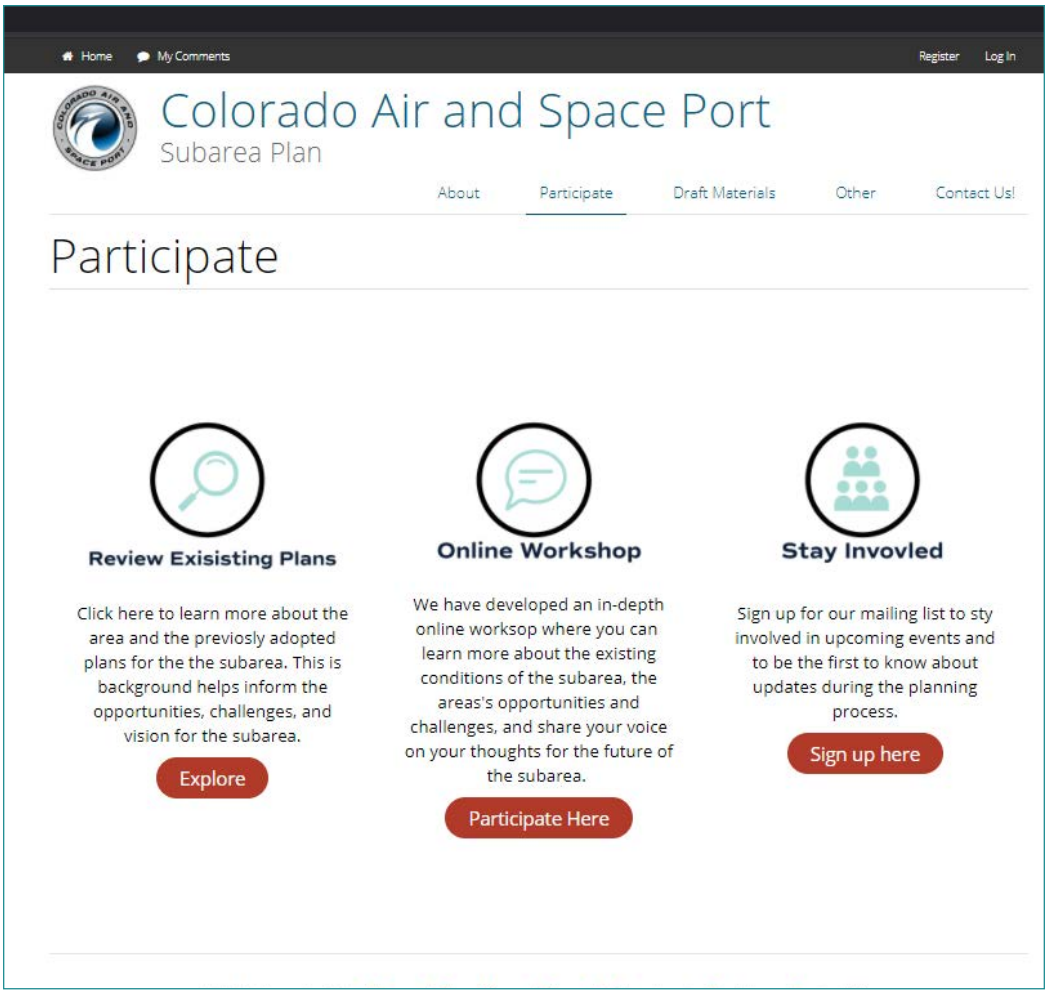
This workshop focused on collecting feedback on the proposed character areas of the subarea, two potential draft land use scenarios (shown in **Figure 3-3** and **Figure 3-4**), along with the corresponding transportation and utility plans for each scenario. Each of the draft scenarios reflect how the CASP subarea could develop in the future, one following a more status quo approach, while the other provides a more transformative approach to future development for the area. Additional analysis was presented on how each scenario will affect future traffic and utility demands throughout the subarea. This workshop gave the community an opportunity to share their voice on the future land use and transportation vision for the subarea, and provide feedback on what they liked and disliked about each scenario to help the planning team craft the preferred scenario for the subarea.

The planning team used the outcomes of this community workshop to develop the future land use and transportation framework on which the rest of the plan's recommendations are based off. The duration of this online workshop was extended to ensure that the entire community had the opportunity to share their thoughts on the future of the subarea.

Online Workshop #3 – *Draft Plan*

During the third and final online workshop, the draft plan was presented and summarized, highlighting the major recommendations, vision, and goals for the subarea. The community was invited to review the plan concepts and provide comments and suggestions to be incorporated into the final draft of the subarea plan.

Figure 3-2 Plan Website



Plan Website

The plan website, shown in **Figure 3-2** above, was frequently updated throughout the planning process with community workshop announcements, the materials presented at online workshops, and links to online surveys. It received over 500 visitors throughout the duration of the planning process. An email list was also used to advertise upcoming meetings and spread the word about the planning process.

Additional Engagement

Throughout the planning process, the planning team met with a number of stakeholders, boards, and commissions to introduce the planning process and solicit feedback on plan strategies and recommendations. Social media outreach was used to help spread the word about the planning effort. Additionally, the planning team facilitated focused conversations on specific topics such as economic development and water utilities with subject matter experts to better inform plan recommendations and strategies.

Plan Adoption

The planning team held a work session with the Adams County Board of County Commissioners during the planning process and then a formal adoption hearing. The plan has been adopted by Adams County as a supplement to the Adams County Comprehensive Plan. The plan provides guidance to both the City of Aurora and Town of Bennett and its adoption by those respective municipalities would help to ensure a cohesive vision for the planning area.

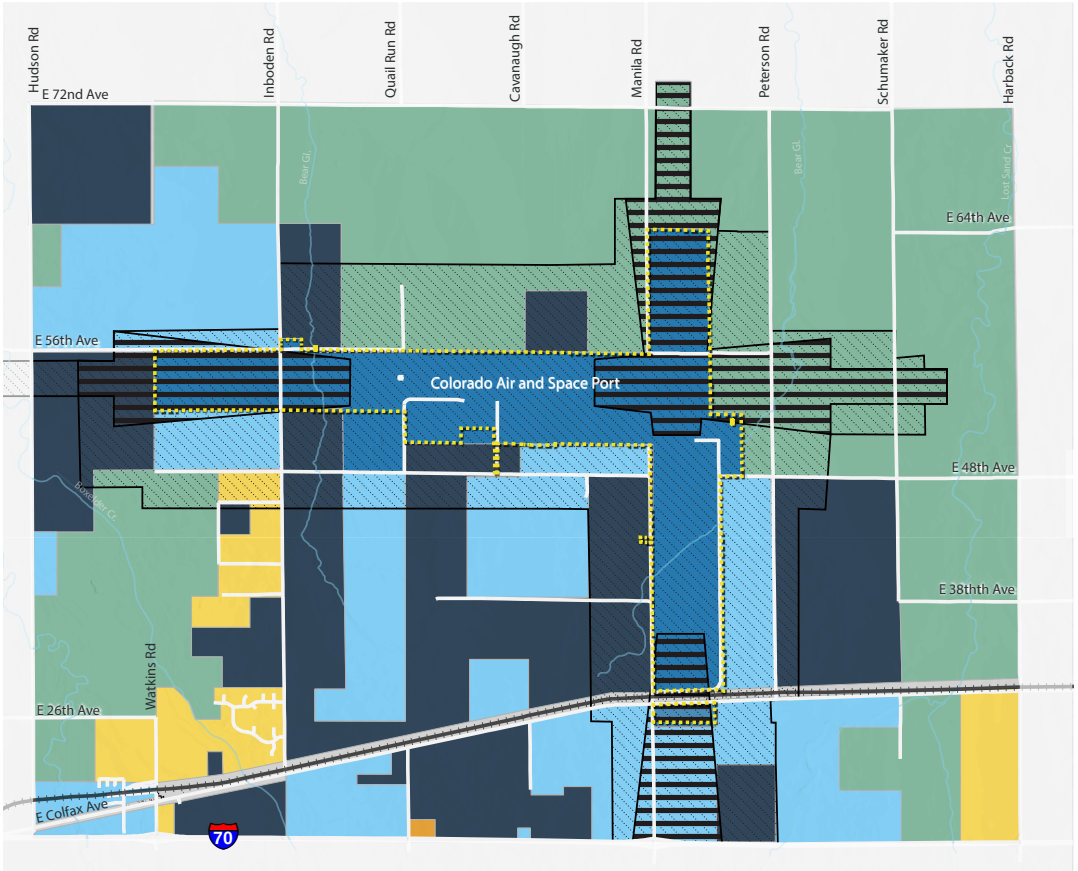
Scenario Planning

There are several ways the subarea could be planned to implement the vision and goals. During the 2nd community workshop, several conceptual land use scenarios were created to explore various future land use concpets. These were used to engage the Steering Committee, County staff, regional partners, and the general public to identify preferred elements to help define the desired future land use plan for the subarea. Future stakeholders can refer back to specific scenario designs to better understand the reasoning behind the final plan. The final Subarea Plan reflects a layering of the ideas generated during the scenario planning process.

Scenario 1: "Status Quo"

Scenario 1, shown in **Figure 3-3**, reflects the previously adopted plans and approved development plans for the subarea and translates them into a future land use plan using the subarea's character areas. This scenario reflects the future land use guidance in Imagine Adams County (2012), Aurora Places (2018), and the approved development plans including the industrial-focused Port Colorado and Rocky Mountain Rail developments and the renewable energy-focused ACRE. Residential areas in Scenario 1 are generally contained to areas that are already zoned for residential development or have been approved for residential development.

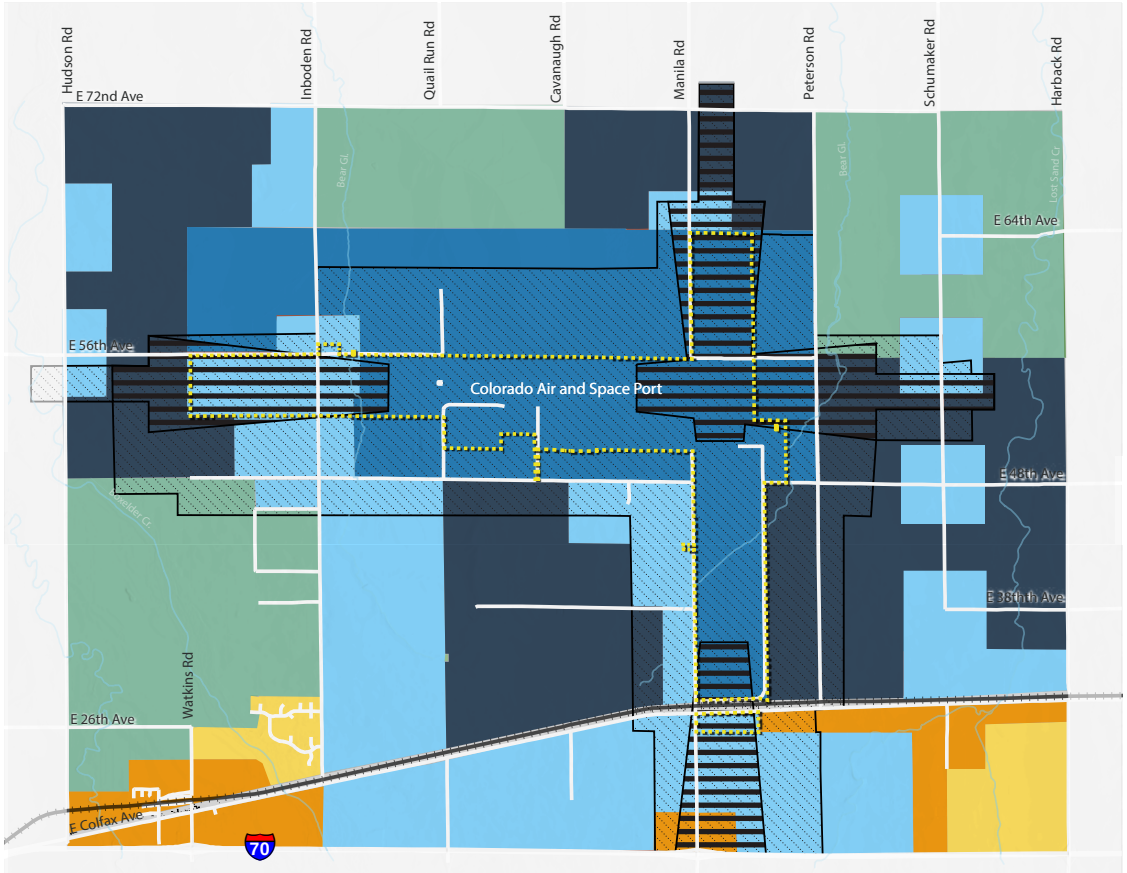
Figure 3-3 Scenario 1



Scenario 2: "Transformative"

Scenario 2, shown in **Figure 3-4**, takes a more ambitious approach to future land use and development within the subarea with a focus on employment. This scenario expands opportunities for aerospace and innovation-related uses beyond the property of CASP, as well as expanding opportunities for employment-related uses throughout the subarea. Mixed-use and commercial land uses are primarily located along corridors such as Colfax Avenue and nodes at primary existing and future intersections. Land reserved for agricultural-related uses are limited, but still exist in multiple areas throughout the subarea.

Figure 3-4 Scenario 2

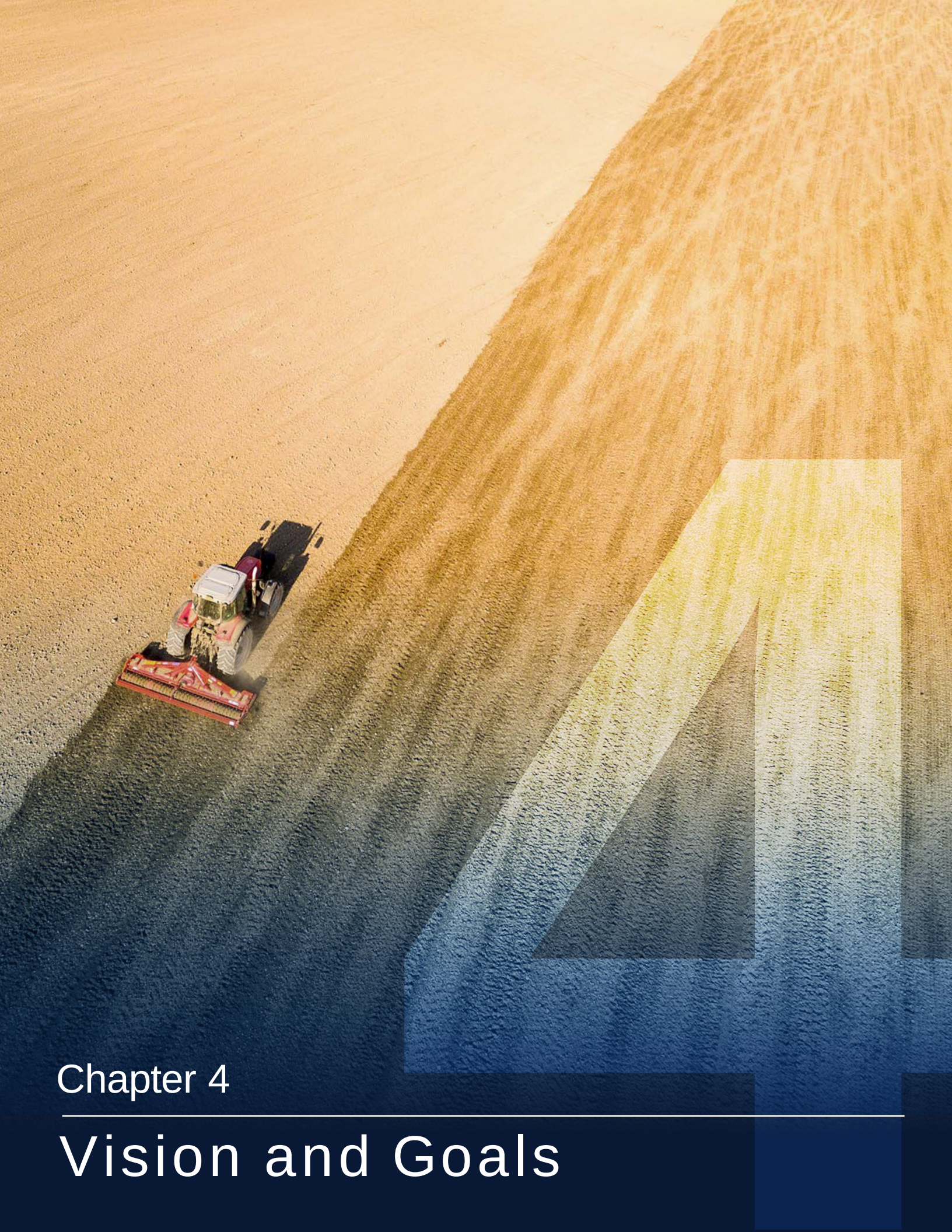


Character Areas

- Industry Hub
- Aerospace and Innovation
- Green Energy and Sustainable Agriculture
- Mixed-Use Industrial
- Community Hub
- Neighborhood Residential

Restriction Areas

- Restriction Area 2
- Restriction Area 1



Chapter 4

Vision and Goals

The vision for the subarea reflects stakeholder input collected throughout the planning process, as well as previous plans and existing policies that helped shape the subarea and its surrounding context. Guided by this vision, the remainder of the CASP Subarea Plan articulates a range of forward-thinking yet implementable strategies and concepts for the future of the subarea.

The following page illustrates the key elements of the CASP Subarea Plan that will set the framework for the future of the subarea and help guide future development and investment in the area. These key elements include:

- **Vision Elements:** The three vision elements—innovative, integrated, and resilient—build upon the previously adopted plans for the subarea while setting a course for a dynamic, interconnected subarea. Together, these elements form a cohesive, long-term vision for the subarea.
- **Concept Plan:** The Concept Plan presents the broad, foundational components for development of a innovative, integrated, and resilient subarea. Natural and physical assets and land uses anchor communities. The specific arrangement of the elements, the links among them, and their character distinguish a community and make it truly unique and desirable.
- **Goals:** Each previously identified vision element has a corresponding array of goals that further define the subarea's ultimate physical, social, and economic environment. These goals better define the overall intentions and ambitions of the broader vision elements.
- **Strategies:** Strategies include the defined strategies Adams County, the surrounding municipalities, and the larger community should initiate over the next 20+ years to make the vision and goals a reality. These objectives must be measurable and tracked over time to gauge the plan's effectiveness. Objectives should be updated as the plan moves along the implementation timeline.

This “plan on a page” illustrates the key building blocks of the CASP Subarea Plan that will set the framework for the future of the area and help guide future development and investment in the area. These elements include:

Subarea Vision Elements

The three vision elements: **Innovative**, **Integrated**, and **Resilient**, build upon the adopted plans for the area while setting a course for a dynamic, interconnected area. Each of the element work together to form a cohesive, long-term vision for the subarea.

AN INNOVATIVE SUBAREA

The subarea will feature a mix of complementary land uses, with a focus on innovation and employment, served by an innovative transportation and infrastructure network.

Subarea Goals

Each vision element has a corresponding array of goals, that further define the subarea’s ultimate physical, social, and economic environment. These goals better define the overall intentions and ambitions of the vision elements.

Land Use

- Develop a land use pattern that is economically vibrant and well-integrated with surrounding communities to create distinctive new employment, commercial, and residential areas for the subarea while also limiting future conflicts between surrounding land uses and CASP
- Provide active nodes and corridors that allow for multimodal connectivity and promote walkability
- Plan for compatible land uses that protect the long-term operations and success of CASP

Mobility

- Create a more complete, connected, and multi-modal transportation network
- Protect existing and future neighborhoods from negative traffic impacts of future development
- Ensure that transportation investments contribute to the subarea’s economic development, sense of place, and sustainability
- Ensure the subarea is well connected to the larger metropolitan area

Figure 4-1 Subarea Vision Elements

AN INTEGRATED SUBAREA

The subarea will be highly integrated with its local surroundings and the larger metropolitan area. Additionally, the subarea will have a cohesive set of land uses served by a safe and efficient transportation network.

A RESILIENT SUBAREA

The subarea will be adaptable to changing market conditions and will strive to achieve high levels of environmental sustainability while preserving long-term space access.

Utilities

- Create a physical and financial strategy for future utility improvements that promotes coordinated development
- Provide safe, reliable, and economical utility infrastructure to residents and businesses within the subarea

Economic Development

- Establish the subarea as a nationwide hub for aerospace-related research, development, and employment, along with an economic driver for Adams County and the region
- Attract a mix of development types to provide essential services to surrounding communities
- Develop a plan to maximize the revenue potential to local jurisdictions
- Develop the subarea as a gateway to the Denver-Aurora metropolitan areas

Parks and Open Space

- Create a robust and functional parks and natural open space system that serves the needs of the subarea and the surrounding community, and that connects with and complements the larger Adams County parks and open space system
- Promote sustainable, water-wise, development strategies in the public and private sectors
- Recognize, protect, and enhance greenways and trails as multimodal connections that provide a variety of experiences and habitats for people, plants, and wildlife

Subarea Concept Plan

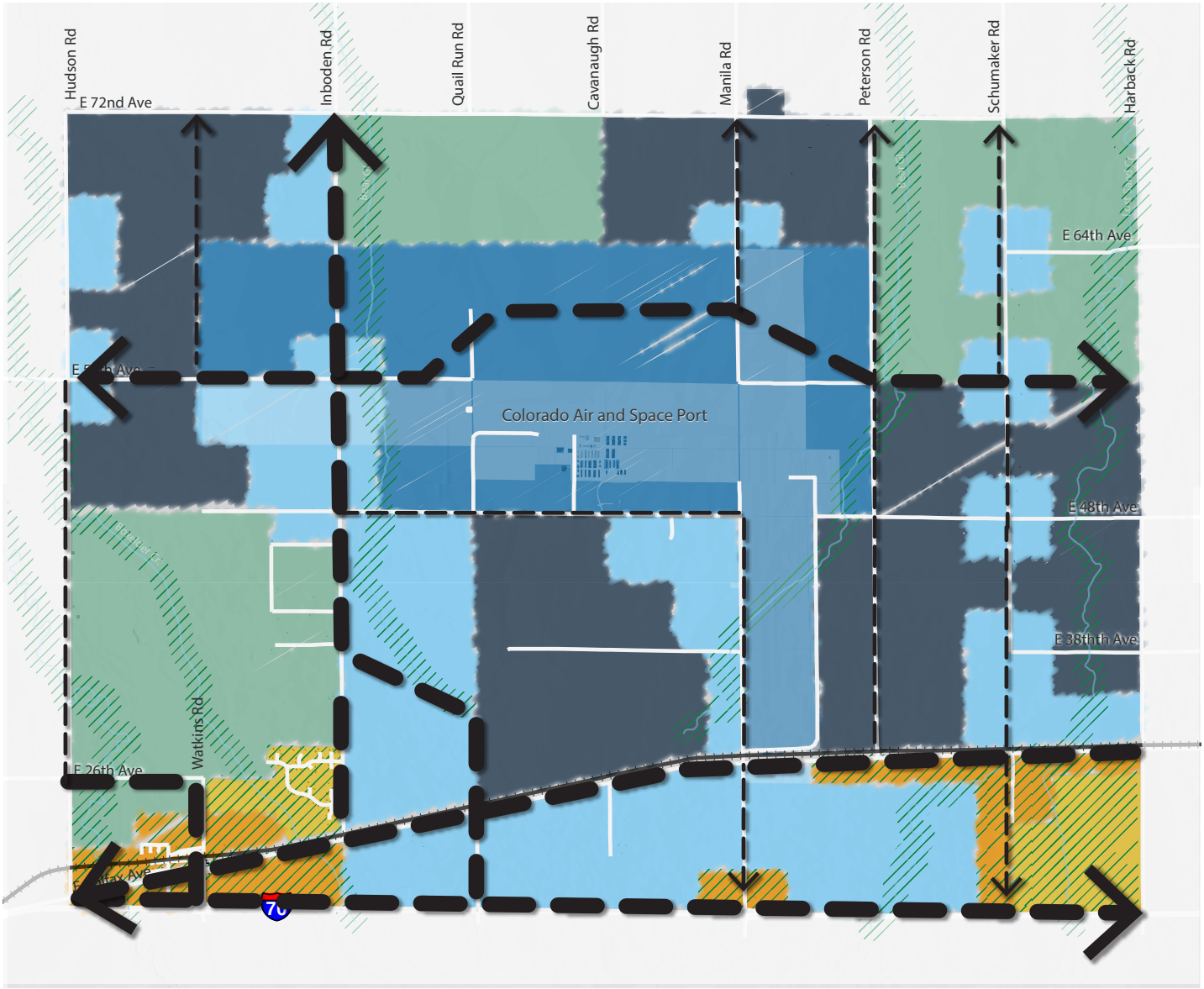
The Subarea Concept Plan, shown in **Figure 4-2**, combines future character areas, regional transportation connections, trails, and open space. Six individual character areas were created to guide development and the urban form within the subarea. This allows the subarea to be planned at the neighborhood level and acknowledges that specific areas will develop with their own identity. Each character area in the Subarea Framework Plan has distinct urban design features, including primary and supporting land uses, development patterns, building forms, intensity, and supporting open space and transportation networks. It is intended that the County and its partner jurisdictions will revise their respective Comprehensive Plan Future Land Use Maps to implement this plan.

Several key features are planned to implement the vision and guide development within the subarea. The Subarea Framework Plan establishes guidance for future land use, streets, trails, and open spaces that help define the vision for the subarea and tie together the individual character areas. Some of these features may act as catalytic projects which will support development and investment within the subarea. Each character area is described in chapter 5. The plan elements in chapter 6 will further describe the projects and policies needed to implement the Subarea Framework Plan.

Concept Plan Elements

- **Character Areas (Chapter 5)** are designated areas within the subarea that are planned to have common characteristics in terms of land use, urban design, and overall character of development
- **Open Space Areas (Chapter 6)** are natural corridors and other recreational areas
- **Mobility Corridors (Chapter 6)** are key multimodal regional connections that serve as the backbone of the subarea's transportation network

Figure 4-2 Concept Plan



Character Areas

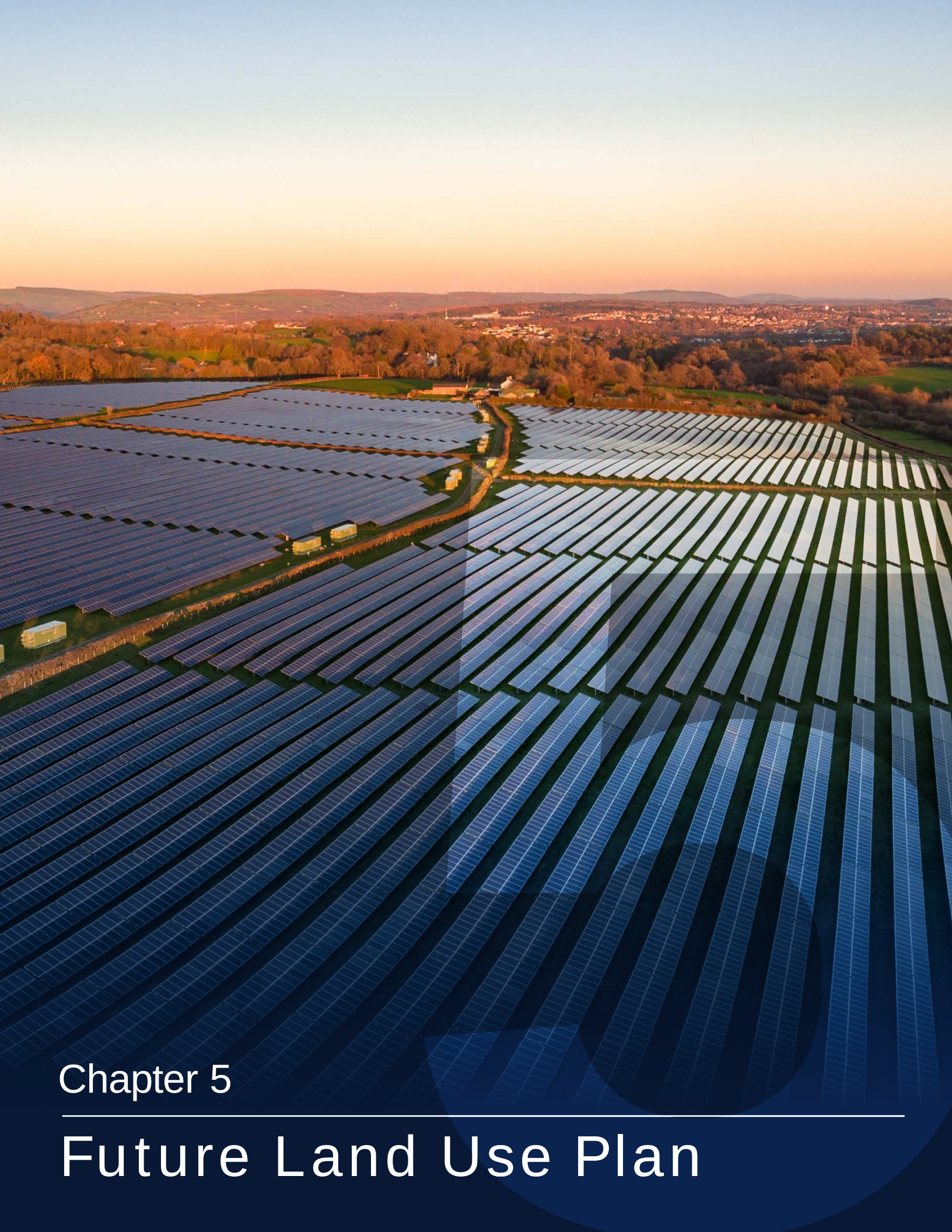
- Industry Hub
- Aerospace and Innovation
- Green Energy and Sustainable Agriculture
- Mixed-Use Industrial
- Community Hub
- Neighborhood Residential

Mobility Corridors

- Primary Corridor
- Secondary Corridor

Open Space Areas

- Focus Areas for Future Open Space

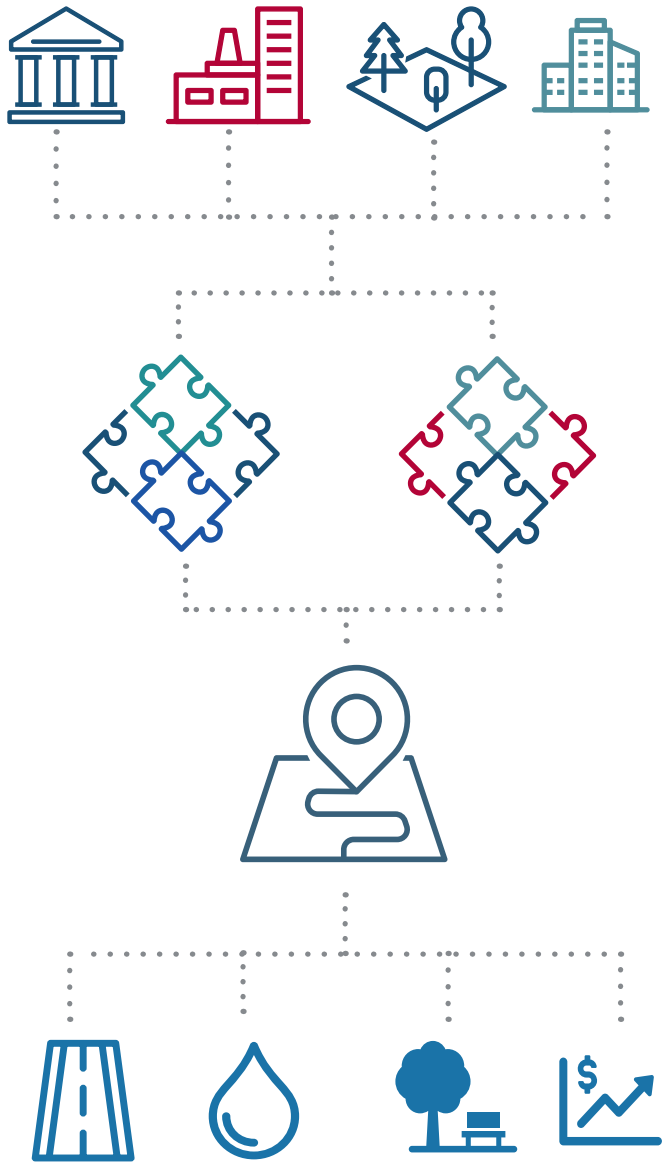


Chapter 5

Future Land Use Plan

The focus of the planning process, shown in **Figure 5-1** below, was working with the community and stakeholders to create a future land use plan for the subarea. The Future Land Use Plan is a combination of the subarea's future land use, urban design, and transportation recommendations. The starting point for the Future Land Use plan is the previously adopted plans for the subarea. From there, a collection of character areas were developed to help further define the future land use and development character of the subarea. Following the development of the character areas, future land use and transportation scenarios were created for community input and discussion. Based on the results of community outreach, a preferred land use scenario was developed. This chapter describes the land use scenarios, characters areas, and transportation recommendations for the subarea.

Figure 5-1 Framework Planning Process



Character Areas

Land use and community design throughout the subarea is not a one-size-fits-all approach, but rather is made up of a number of different place types with their own unique land use mix, mobility priorities, and community amenities.

Scenario Planning

There are multiple options for the future land use and development of the subarea that achieve the plan's vision. Through community conversations, scenarios were developed, and opportunities and challenges with each led to the development of a preferred alternative.

Future Land Use Plan

The combination of the character areas and their preferred locations creates the Future Land Use Plan for development of the subarea and creates the basis on which all of the other subarea plan recommendations are based.

Recommendations

This chapter details the goals and strategies for mobility, open space, infrastructure, and economic development.

Subarea Land Use Scenarios

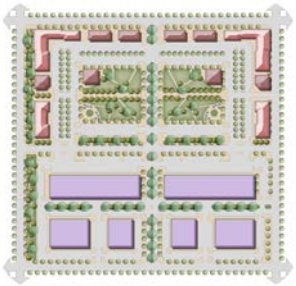
There are several ways the subarea could be planned and developed to implement the vision and goals. During the planning process, several conceptual land use scenarios were created to explore various spatial arrangements within the subarea. These were used to engage the Steering Committee, County staff, regional partners, and the general public to identify preferred elements to help define the desired future land use plan for the subarea. Future plan readers can also refer back to specific scenario designs to better understand the reasoning behind the inclusion of specific design elements in the final plan. The final Subarea Plan reflects a layering of the ideas generated during the development of the land use scenarios.

Character Areas

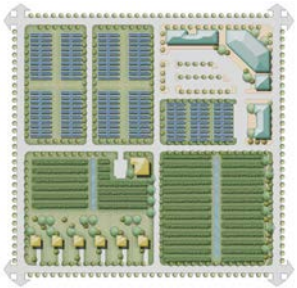
Each scenario includes the same menu of character areas in a different spatial arrangement. These character areas were created with the understanding that there is not a one-size-fits-all approach to achieving the vision throughout the entire subarea. The character areas describe various scales, types of development, and supporting infrastructure that define the subarea. The selection of subarea character areas and the vision for their development include:

Industry Hub. These areas are primarily dedicated to a mix of commercial and industrial uses and can be a significant employment center. They are primarily focused on manufacturing, warehousing, and logistics. Industry hubs play an important role in the employment base and economy.

Aerospace and Innovation. This area focuses on employment as well as connecting the aerospace industries within CASP to supporting businesses. Light industrial, business parks, and technical training facilities make up the fabric of the aerospace and innovation character area, fostering aerospace-related research and manufacturing employment opportunities.



Mixed-Use Industrial. These areas focus on low-intensity flex, light industrial, office, and supporting retail land uses. They provide an essential transition between the higher-intensity industry hub and aerospace and innovation character areas and the surrounding less intense character areas. Flexible in nature, mixed-use industrial areas provide a wide range of uses for future development.



Green Energy and Sustainable Agriculture. These areas focus on providing space for solar farms, other forms of renewable energy, higher intensity agricultural uses (such as vertical farms, greenhouses, and hydroponics), along with traditional agriculture. These areas also provide space supporting office, research, development, and limited residential uses.

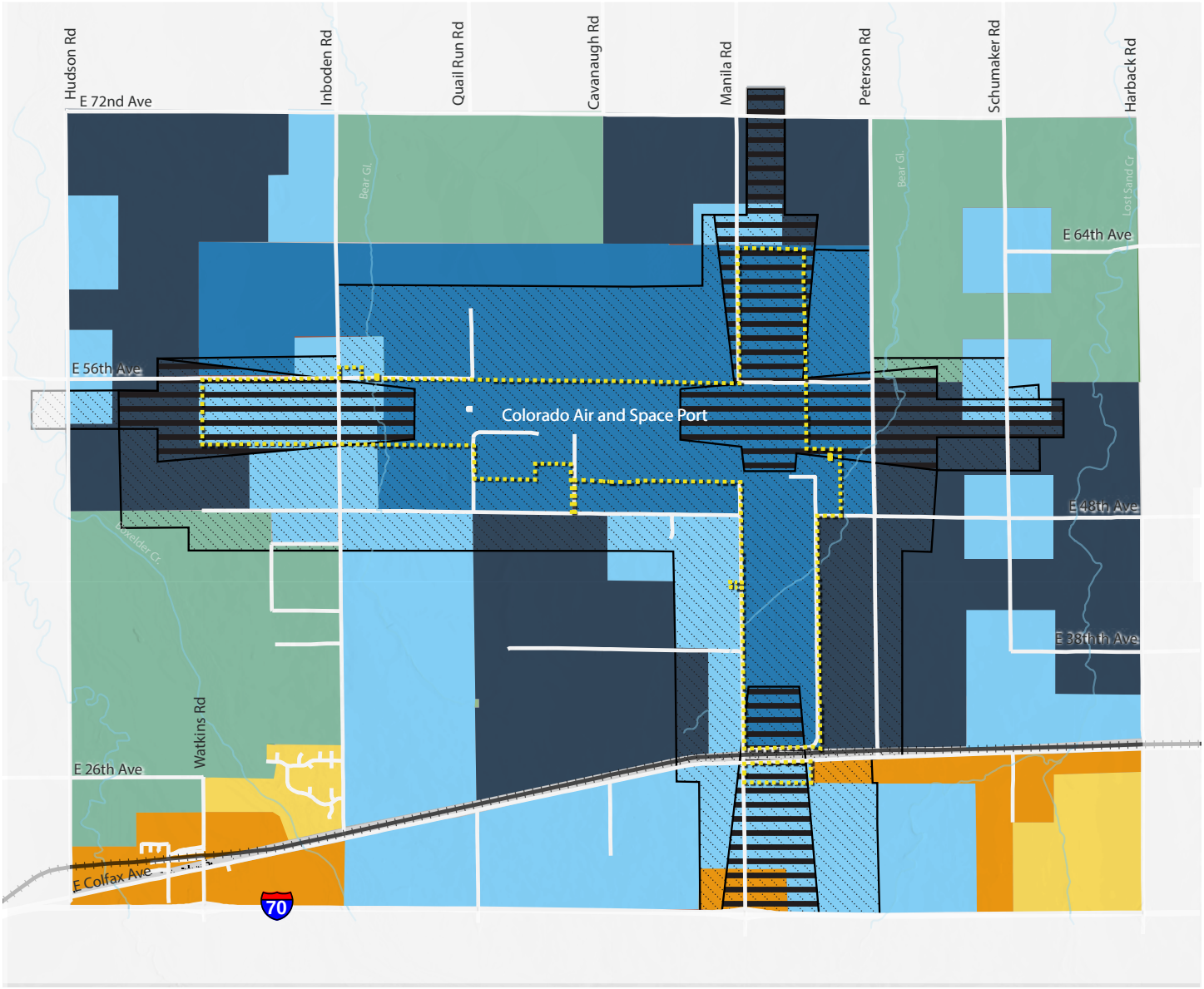
Community Hub. These areas are centers of activity supporting the surrounding neighborhoods and employment with retail, daily services, entertainment, and civic uses. They primarily comprise commercial and retail services, mixed-use residential, and parks and open spaces. The community hub character areas will provide housing, recreation, and civic uses to support the employment centers within the subarea.

Neighborhood Residential. These areas mostly comprise single-family residential with supporting neighborhood retail, office, and civic uses such as grocery stores, medical offices, restaurants, and community centers. They are easily accessible to parks and open spaces, schools, public services, and the neighboring character areas.

Preferred Alternative

The Steering Committee, County staff, regional partners, and general public reviewed and provided feedback on the potential scenarios based on the vision for the subarea outlined earlier in the planning process. There was consistent feedback from the stakeholders in favor of the transformative concept with some refinements based on potential future conflicts both between land uses and regarding future CASP operations. Refinements were also made to better align the future land use plan with existing zoning and entitlements in some areas. The future land use plan is shown in **Figure 5-2** below.

Figure 5-2 Perferred Alternative



Character Areas

- Industry Hub
- Aerospace and Innovation
- Green Energy and Sustainable Agriculture
- Mixed-Use Industrial
- Community Hub
- Neighborhood Residential

Restriction Areas

- Restriction Area 2
- Restriction Area 1

Industry Hub

Industry hub character areas are located primarily in the northwest corner, central area, and east-central locations of the subarea, as shown in **Figure 5-7**. The intent of these character areas is to provide opportunities for higher intensity employment in areas that do not conflict with surrounding existing or future residential areas. Industry hub character areas allow the most intense industrial development within the subarea. They can also provide the density and variety of employment opportunities, along with corresponding municipal tax revenue, to support the vision for the subarea as a hub for employment and innovation within the region. These character areas are located along existing and planned regional transportation corridors, including both roadway and heavy rail connections. Manufacturing and industry are the primary uses within this character area, though they also contain supporting office and, to a lesser extent, retail uses. This is illustrated in the representative site plan in **Figure 5-6**. Parks and open space are also included in these character areas. However, these areas are geared towards connecting regional greenways and providing wildlife areas rather than towards creating active public spaces. Industry hub character areas have the potential to generate high volumes of traffic from both employees and associated truck traffic. Adjoining roadways should accommodate traffic without negatively impacting the quieter surrounding character areas or traffic on local streets serving residential areas. Uses permitted only in industry hub character areas include manufacturing plants, factories, large open-air operations, and heavy equipment storage.

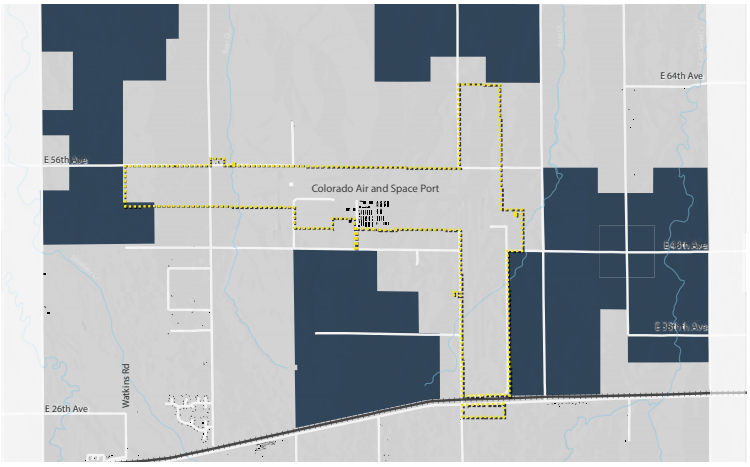
Figure 5-3 Industry Hub Site Plan

Heavy Industrial | Light Industrial/Flex | Commercial | Open Space

Industry Hub Key Components

- A connected street grid and roadway design with a width and layout sufficient to accommodate safe and efficient circulation and access of a high volume of large truck traffic should be encouraged
- Individual development should be planned to accommodate large storage buildings with large paved areas required to facilitate the on-site maneuvering and loading of tractor trailers
- While landscaping requirements in these character areas should not be as high as others, sustainable best practices should be encouraged to mitigate negative environmental impacts of new development (such as native landscaping, water-efficient streetscapes, and medians and low-impact development best management practices [BMPs])
- Industry Hub character areas are encouraged to be located near major roadways and commercial rail lines to provide fast and convenient freight access to avoid mixing industrial traffic with quieter character areas
- Buildings should be clustered together to support the synergy between compatible land uses
- The use of high-quality and durable architecture and landscape should be encouraged to help improve the aesthetic quality of these character areas and help them maintain their desirability over time

Figure 5-4 Industry Hub Site Map



Land Use Focus

Primary Land Uses:

- Heavy Industrial
- Light Industrial

Supporting Land Uses:

- Office
- Commercial Retail
- Urban Agriculture
- Renewable Energy Production
- Retail

Scale and Urban Form

Height: One to three stories

Building Orientation: Large-footprint industrial buildings set back from the street, with smaller retail and office buildings fronting the street

Connectivity and Streetscape: Average sidewalks with street trees and roadways scaled to handle industrial- and manufacturing-oriented traffic

Aerospace and Innovation

Aerospace and innovation character areas are primarily located within the CASP property and the immediately surrounding areas, within the central area of the subarea. This is shown in **Figure 5-9**. The intent of these areas is to capitalize on the subarea's relationship to CASP and promote a mix of uses to support the future growth in operations of facilities, including aerospace-related manufacturing, research and development, office, supporting retail, and limited CASP-related hospitality. These areas allow heavy industrial development. However, more of the focus is in light industrial and office opportunities, as illustrated in the representative site plan in **Figure 5-8**. These character areas are primarily located directly adjacent to CASP to capitalize on any co-location benefits. Parks and open spaces in these areas should be primarily focused on providing recreational opportunities for surrounding employees and providing environmental quality benefits. These character areas have the potential to generate medium to high volumes of traffic from both employees and associated service traffic. Adjoining roadways should accommodate traffic without negatively impacting the quieter surrounding character areas or traffic on local streets serving residential areas. A majority of these character areas fall within the CASP Restriction Area 2, which limits the form and use of new development. Outdoor storage, parking, and other less intensive uses are appropriate for the restriction areas.

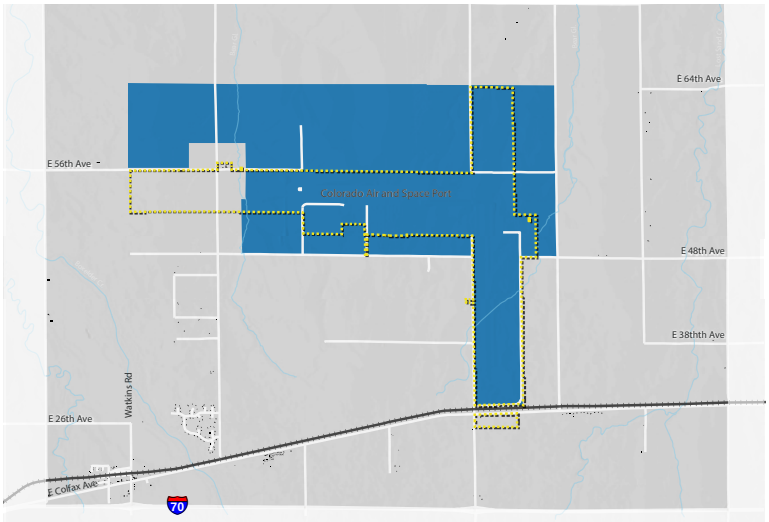
Figure 5-5 Aerospace and Innovation Site Plan

Light Industrial/Flex Commercial/Office Open Space

Aerospace and Innovation Key Components

- A connected street grid and roadway design of a width and layout sufficient to accommodate the safe and efficient circulation and access of a medium to high volume of large-truck traffic should be encouraged
- Individual development should be planned to accommodate aerospace-related manufacturing and large paved areas required to facilitate the on-site maneuvering and loading of tractor trailers and aerospace-related materials
- While landscaping requirements in these character areas should not be as high as others, sustainable best practices should be encouraged to mitigate negative environmental impacts of new development (such as native landscaping, water efficient streetscapes and medians and low-impact development BMPs)
- These character areas are located directly adjacent to CASP to provide superior access to aerospace-related services provided by their facility
- Due to the proximity of these areas to CASP, additional noise and safety regulations may be placed on new development
- This area is appropriate for the expansion of the CASP property boundary

Figure 5-6 Aerospace and Innovation Site Map



Land Use Focus

Primary Land Uses:

- Aerospace-related manufacturing
- Aerospace-related research and development
- Office
- Light industrial

Supporting Land Uses:

- Heavy Industrial
- Commercial Retail
- Commercial Services
- Hospitality
- Renewable Energy Production

Scale and Urban Form

Height: One to four stories

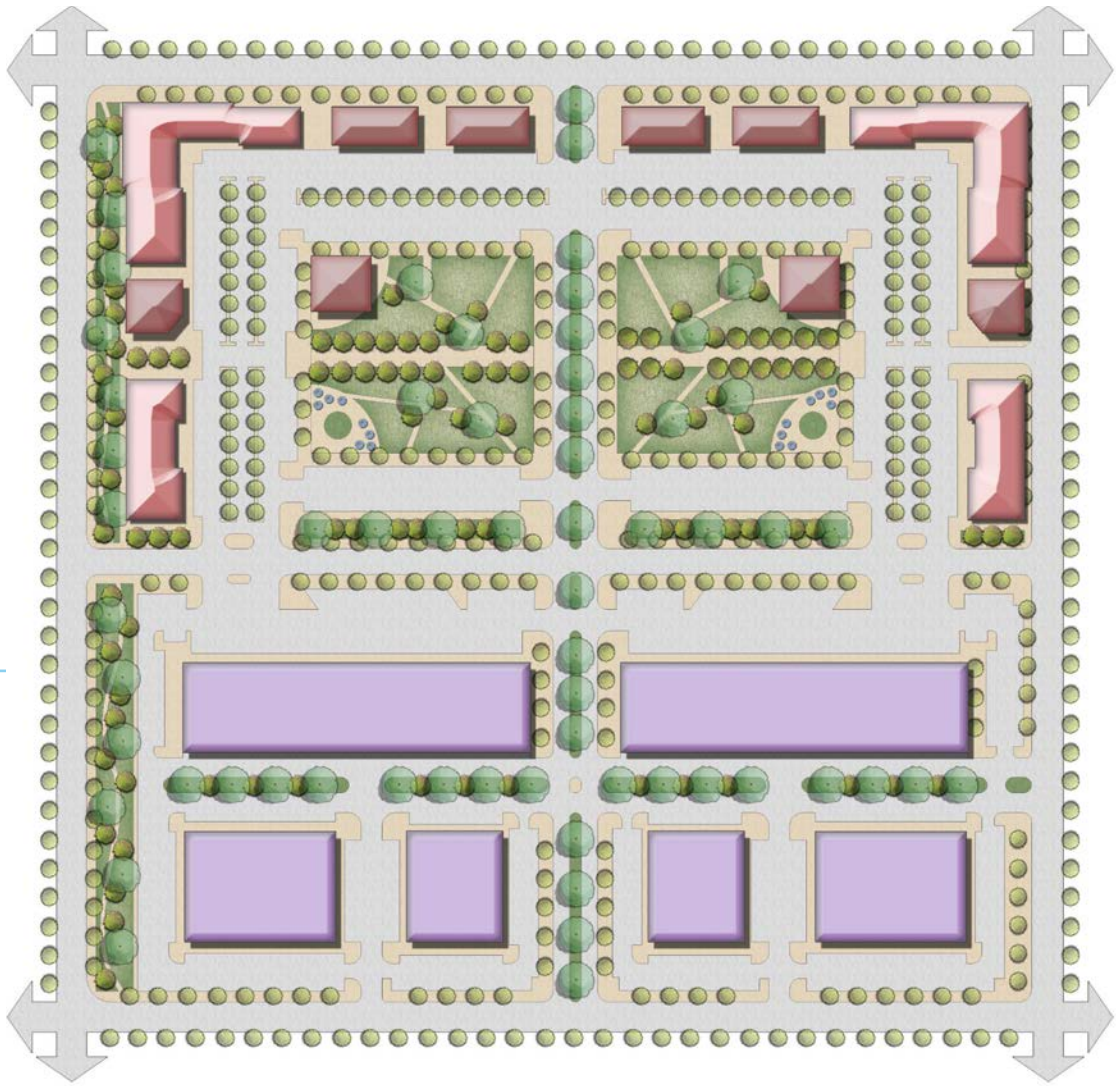
Building Orientation: Medium- to large-format industrial and manufacturing buildings set back from the street, with smaller retail and office building front the street

Connectivity and Streetscape: Detached sidewalks with street trees with a street grid sufficient to accommodate shipping and goods movement

Mixed-Use Industrial

Mixed-use industrial character areas are primarily located along major existing and future corridors, such as Schumaker Road and 56th Avenue, along with the southern part of the subarea, south of Colfax Avenue. This is shown in **Figure 5-11**. The intent of these character areas is to provide flexibility for a range of employment-focused uses, but in a more dense and walkable format than other employment-focused character areas. Mixed-use industrial character areas also provide a more suitable buffer to less intense character areas than the other industrial-focused character areas. These character areas primarily allow light industrial-, light manufacturing-, and logistics and warehousing-related uses with a greater emphasis on supporting commercial office, commercial services, and retail and restaurant uses. This is illustrated in the representative site plan in **Figure 5-10**. These character areas encourage a more urban building form to enhance the aesthetics and overall livability throughout the major corridors and nodes within the subarea. Parks and open spaces within these areas should focus on providing amenities for surrounding land uses and enhancing the environmental quality of the surrounding area. These areas have the potential to generate a significant amount of traffic from both employees and associated truck traffic. Adjoining roadways should accommodate employment and industrial-focused traffic without negatively impacting the quieter surrounding areas or traffic on local streets serving residential areas. Roadways should also provide an appropriate level of amenities for pedestrian and bicycle circulation. These character areas should also be accessed by future transit operations, and therefore should have pedestrian infrastructure in place to support first and last mile connectivity.

Figure 5-7 Mixed-Use Industrial Site Plan

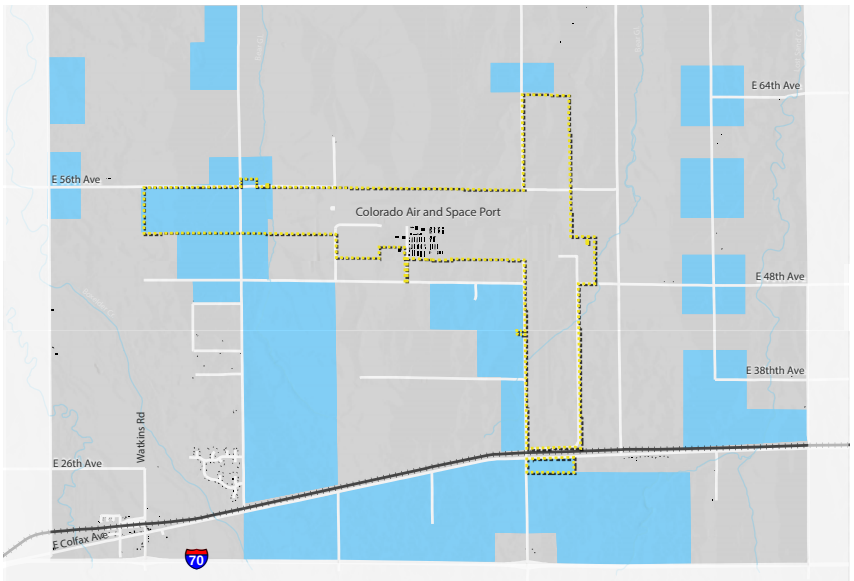


Light Industrial/Flex | Commercial/Office | Commercial/Retial | Open Space

Mixed-Use Industrial Key Components

- These character areas should encourage a pedestrian-oriented street pattern with buildings built up to the street and an active street level
- These character areas should provide a transition between mixed-use areas and heavier intensity employment areas, like industry hub and aerospace and innovation character areas
- Mixed-use industrial character areas should accommodate a variety of employment-focused land uses, including light industrial, commercial, and civic uses
- These character areas should support retail, office, and commercial services land uses
- A higher level of multimodal infrastructure should be provided, including separated sidewalks, transit stops, and bicycle infrastructure
- Encourage water-wise and native landscaping where appropriate and the incorporation of low impact development strategies.

Figure 5-8 Mixed-Use Industrial Site Map



Land Use Focus

Primary Land Uses:

- Light Industrial
- Logistics
- Warehousing
- Office

Supporting Land Uses:

- Commercial Retail
- Commercial Services
- Hospitality

Scale and Urban Form

Height: One to four stories

Building Orientation: Medium industrial and logistics buildings set back from the street, while smaller commercial office and retail buildings front the street

Connectivity and Streetscape: Wide sidewalks with street trees, on- or off-street bicycle infrastructure, and on-street parking with a street grid sufficient to accommodate shipping and goods movement

Green Energy and Sustainable Agriculture

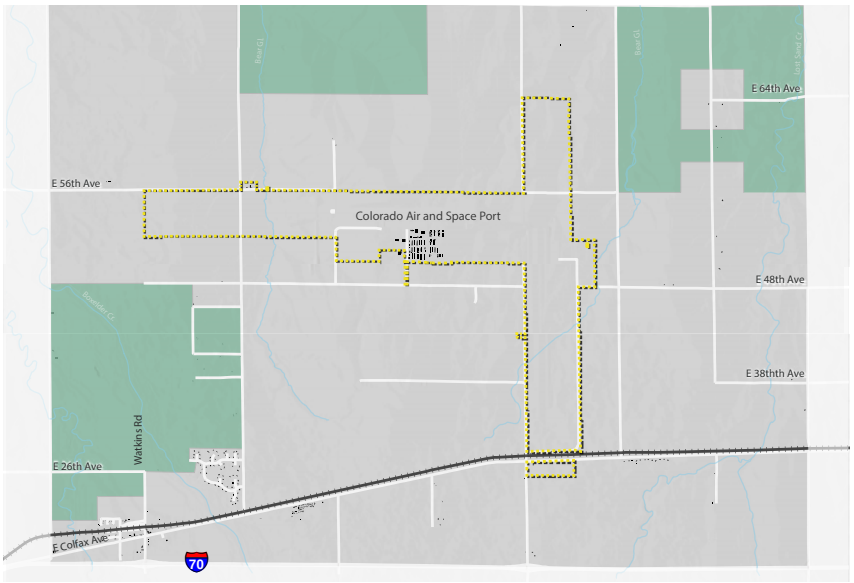
Green energy and sustainable agriculture character areas are primarily located in the southwest, north central, and northeast portions of the subarea, as shown in **Figure 5-13**. Much of the subarea's land use today is undeveloped agricultural land. There has been a desire from the community members to preserve a portion of this productive land moving forward. As the Denver-Aurora metro area politan area continues to grow and the development pressure continues to increase, the need to preserve agricultural land will also increase. However, its proximity and connection to the Denver-Aurora metro area politan area may demand a higher intensity form of agricultural production. Additionally, renewable energy production (such as solar farms) and associated research and development have seen increased demand throughout the Denver-Aurora metro area politan area. These land uses, along with agriculture, are complementary to the higher-intensity employment-focused land uses within the subarea. The green energy and sustainable agriculture character area is illustrated in the representative site plan in **Figure 5-12**.

Figure 5-9 Green Energy and Sustainable Agriculture Site Plan

Green Energy and Sustainable Agriculture Key Components

- Widely-spaced roads should be suited for agricultural and rural levels of traffic movement
- Buildings are low in density and residential development and processing facilities should be considered “accessory” to the use of the land itself
- There is limited connectivity between lots and developments
- Publicly accessible open spaces should focus on regional trails along with wildlife and natural areas, and larger regional parks incorporating water-wise landscaping where appropriate
- Supporting agriculture support services should be located along major roadways and intersections
- Encourage low water use crops with a focus on produce for local sale to help reduce carbon footprint of agricultural uses.

Figure 5-10 Green Energy and Sustainable Agriculture Site Map



Land Use Focus

Primary Land Uses:

- Agricultural Businesses and Farming Operations
- Agricultural Support Businesses and Services
- Renewable Energy Production

Supporting Land Uses:

- Supporting Light Industrial/Office
- Agriculture-Related Large-Lot Residential
- Agri-tourism

Scale and Urban Form

Height: One to two stories

Building Orientation: Low-density buildings are primarily oriented towards the roadways

Connectivity and Streetscape: Sidewalks along major roadways with multimodal infrastructure connecting land uses with a street grid sufficient to accommodate shipping and goods movement

Community Hub

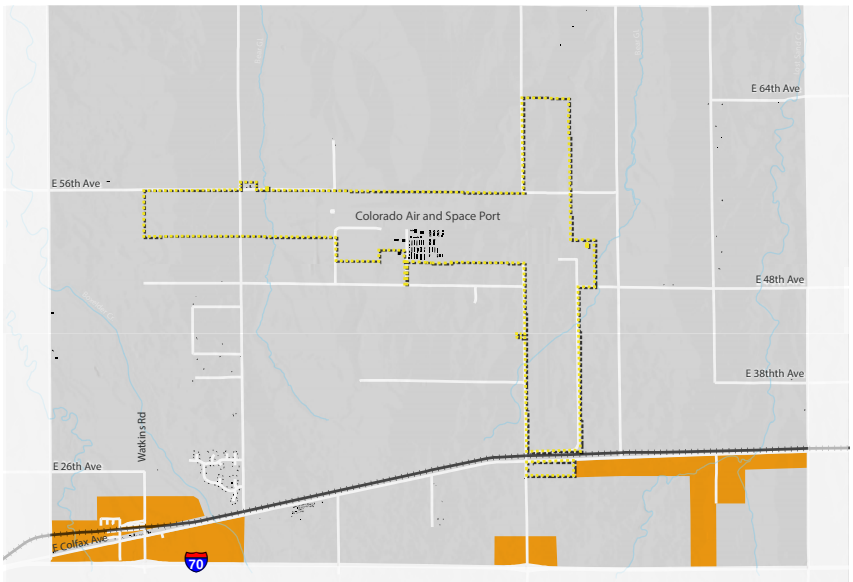
The community hub character areas are categorized by both local and regional serving concentrations of retail, office, and service uses that are typically located at higher traffic intersections along corridors, as shown in **Figure 5-15**. These areas provide goods and services to the surrounding residential- and employment-focused character areas, along with the larger Denver-Aurora metro area politan area. These areas contain shopping centers, office space, civic uses, and higher density multi-family and single-family residential, as illustrated in the representative site plan in **Figure 5-14**. These mixed-use destinations should be well connected to the surrounding character areas for easy and safe access and connections. Community parks, trails, plazas, and community greens should be a core component of development within these character areas.

Figure 5-11 Community Hub Site Plan

Community Hub Key Components

- A vertical and horizontal mix of uses should create an active and diverse experience
- A wide array of community-serving retail uses like grocery stores, pharmacy, personal services, and restaurants should be encouraged
- Development should be oriented towards parks and open spaces to create active and vibrant spaces with programmed common spaces surrounded by active uses and buildings to attract or retain customers while conveying a sense of community
- Community hub character areas should be located at the intersection of two arterial streets to be more accessible to the neighborhoods they serve, particularly by public transit
- A range of housing types should be encouraged, including multi-family for rent and for sale, single-family attached, and single-family detached
- Commercial Hub character areas should be connected to surrounding neighborhoods with safe and convenient pedestrian and bicycle connections,
- Encourage low water use landscaping and direct rainwater onto green spaces

Figure 5-12 Community Hub Site Map



Land Use Focus

Primary Land Uses:

- Commercial Retail
- Commercial Office
- Multi-Family Residential

Supporting Land Uses:

- Hospitality
- Civic
- Townhome/Single-Family Residential
- Parks and Open Spaces

Scale and Urban Form

Height: One to four stories

Building Orientation: Buildings oriented to the street and public spaces with high level of pedestrian-oriented design features

Connectivity and Streetscape: Tree-lined streets with wide detached sidewalks, on-street bicycle infrastructure, and high-quality transit stops, along with dense street work with small urban-scaled blocks

Neighborhood Residential

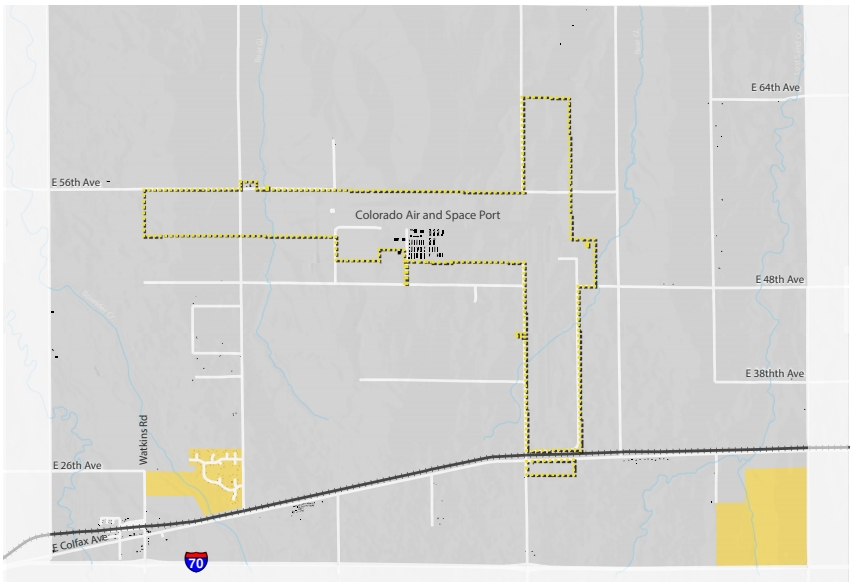
Neighborhood residential character areas comprise mostly single-family residential with supporting neighborhood-serving retail, smaller office, and civic land uses, as illustrated in the representative site plan in **Figure 5-16**. These character areas provide housing opportunities to support the employment focus of the subarea. These character areas are fairly limited in scale and primarily located in the southeast and southwest corners of the subarea due to the potential for conflicts with residential land uses as well as the operations of CASP and DEN.This is shown in **Figure 5-17**. These character areas should be well connected to neighboring employment-focused character areas, along with providing exceptional access to parks and open spaces. Supporting commercial uses should be located along main or perimeter streets rather than within primary residential areas.

Figure 5-13 Neighborhood Residential Site Plan

Neighborhood Residential Key Components

- A mix of residential types should provide a choice of housing options including attached single-family, small-lot detached single-family, and large-lot single-family residential
- Neighborhood supporting retail, services, and civic uses should be placed along higher-volume streets and at key intersections
- Active parks and open spaces, along with trails, should be incorporated into new residential development
- A connected street and block pattern should be encouraged that balances all traffic modes, is well-connected to surrounding character areas, and encourages pedestrian and bicycle connectivity
- Low-impact development and water quality practices should be incorporated and use appropriate systems to direct rainwater onto green spaces

Figure 5-14 Neighborhood Residential Site Map



Land Use Focus

Primary Land Uses:

- Single-Family Detached Residential
- Single-Family Attached Residential
- Parks and Open Space

Supporting Land Uses:

- Neighborhood-Scaled Commercial Retail
- Neighborhood-Scaled Commercial Services
- Civic/Institutional

Scale and Urban Form

Height: One to three stories

Building Orientation: Residential buildings in a wide range of layouts ranging from compact, small-lot building forms, to larger, estate-style lots with retail services and civic buildings located at intersections and nodes

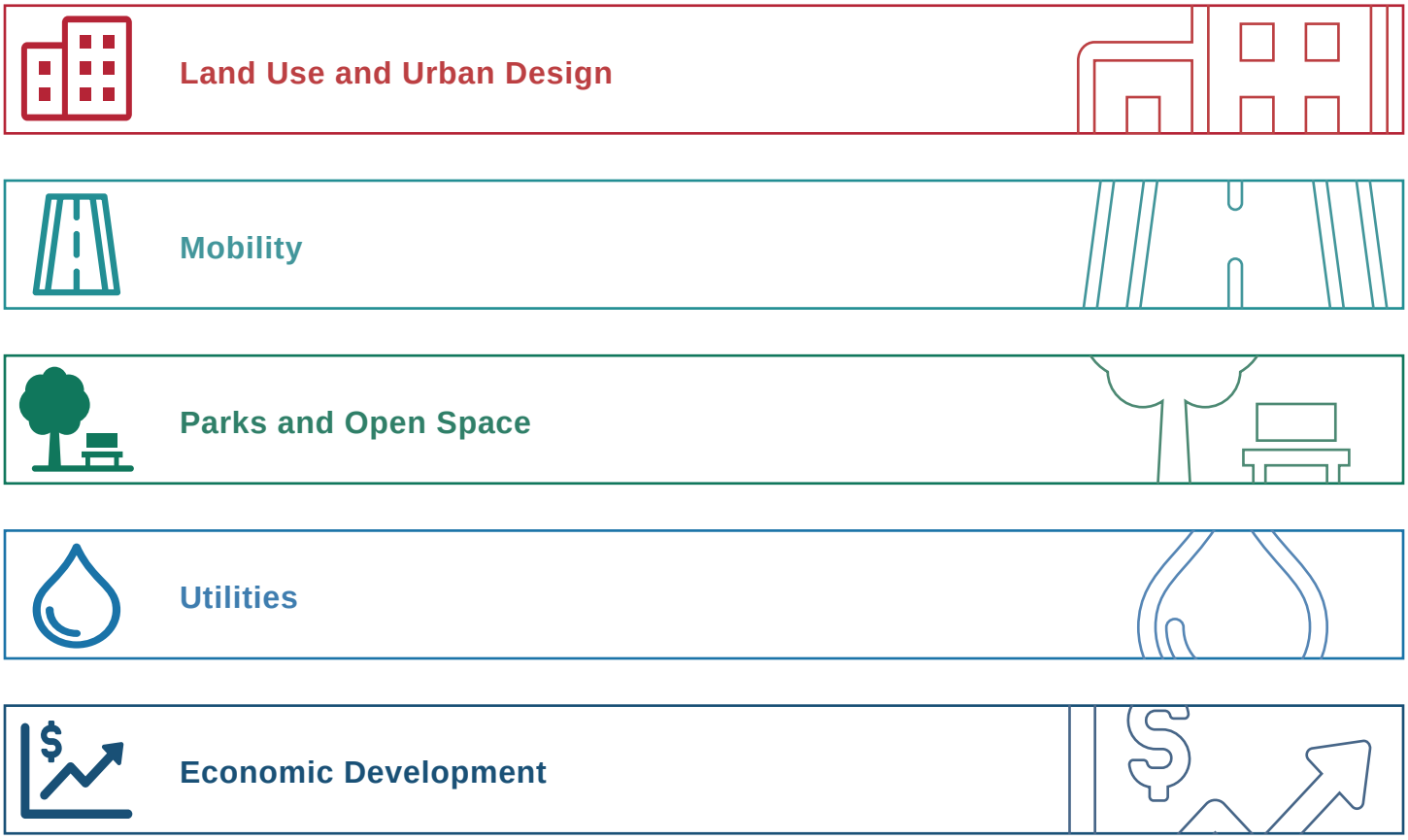
Connectivity and Streetscape: Tree-lined streets with detached sidewalks, with wider sidewalks in commercial areas, limited cul-de-sacs and dead ends, and on-street bicycle infrastructure on higher volume streets

Chapter 6

Recommendations

Attaining the subarea's vision requires a long-term multidisciplinary approach. The success of the subarea relies not only on an integrated, innovative, and resilient land use plan, but also a coordinated and prioritized set of goals and recommendations for mobility, parks and open space, utilities, and economic development. Together, these recommendations form a comprehensive list of goals and strategies to guide implementation of the plan. While priorities may shift over time, the following recommendations together lay the framework for a successful subarea long into the future. The subarea recommendations are organized by the topic areas shown in **Figure 6-1**.

Figure 6-1 Subarea Recommendation Topic Areas



Land Use and Urban Design

Goals

- Develop a land use pattern that is economically vibrant and well-integrated with surrounding communities to create distinctive new employment, commercial, and residential areas for the subarea while also limiting future conflicts between surrounding land uses and CASP
- Provide active nodes and corridors that allow for multimodal connectivity and promote walkability
- Plan for compatible land uses that protect the long-term operations and success of CASP and Adams County

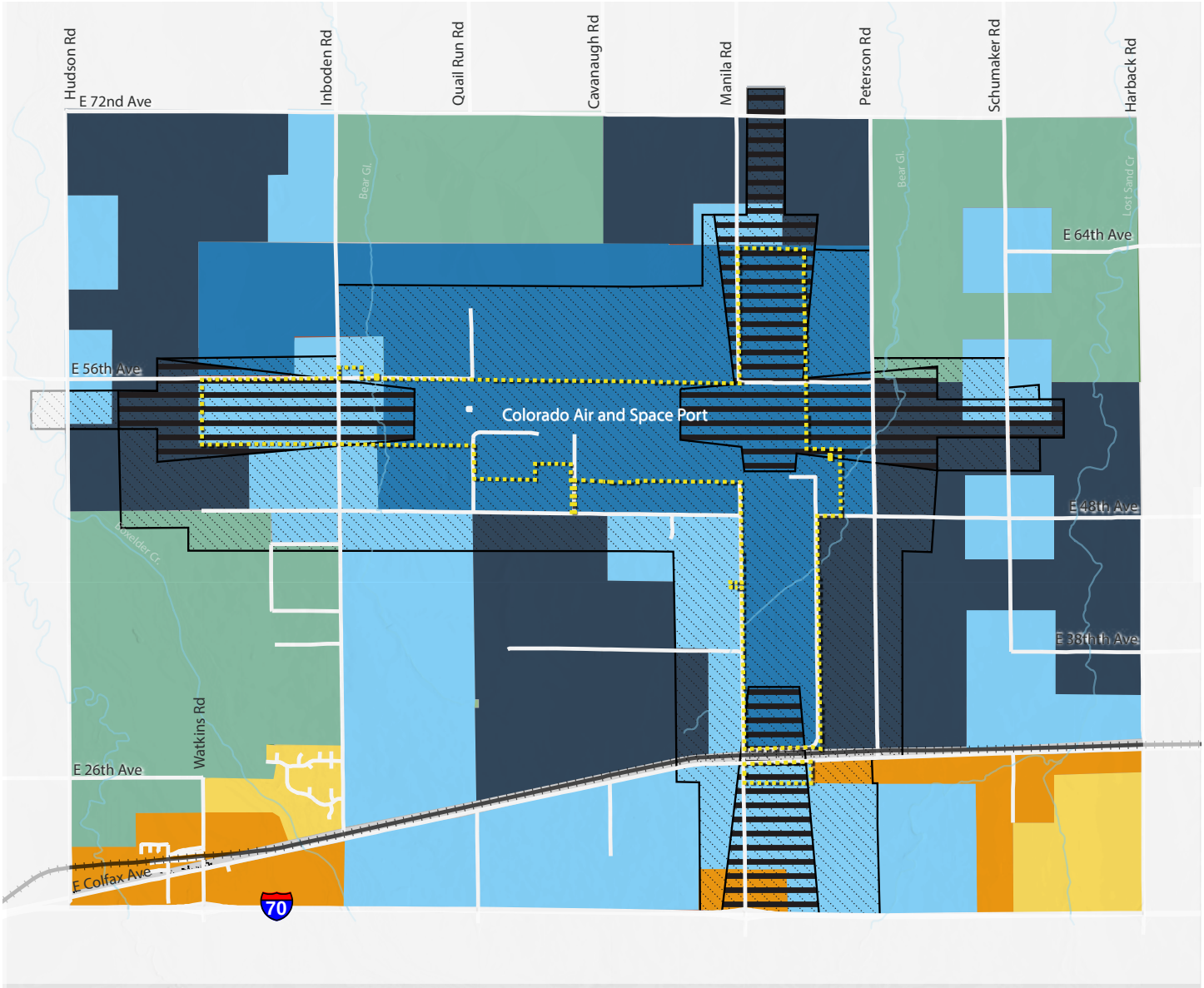
The Subarea Plan's land use vision shifts from today's primarily agricultural focus to a future based on employment and innovation land uses, while accommodating existing uses and minimizing impacts on nearby residential neighborhoods. The intent of the Subarea Plan is to model responsible growth and create a land use type and form that is distinctive for the subarea. A major theme of the Future Land Use Plan is the "nodal" development pattern which concentrates future mixed-use development (mixed-use industrial and community hub character areas) in the vicinity of existing and future intersections. Nodes are envisioned to be areas with sufficient development intensity, amenities, recreation opportunities, and mix of uses that support a high level of pedestrian activity. The Future Land Use Plan also considers appropriate buffers and transitions from existing and future residential areas and higher intensity industrial and aerospace uses to limit potential noise and traffic conflicts.

The Subarea Plan recognizes the economic value, environmental value, and community benefits of the existing agricultural uses in the subarea. The Future Land Use Plan, and more specifically the green energy and sustainable agriculture character areas, retain space for many of these existing uses to continue, while also allowing for other employment-focused uses. Existing agricultural uses, that are conforming under current zoning, are allowed to continue without making them non-conforming under the guidance of this plan.

Strategies

- Develop land uses consistent with the Future Land Use Plan (**Figure 6-2**).
- Encourage mixed-use development, promoting high-quality and desireable destinations to live (where appropriate), work, shop, and recreate within proximity (primarily in the southern area of the subarea in the community hub, mixed-use industrial, and neighborhood residential character areas).
- Encourage building siting and design to incorporate natural stream corridors as a significant on-site amenity while helping to restore and enhance the ecological functions of these corridors using development regulations and incentives.
- Develop and implement landscaping standards that promote sustainable design, water-wise principles, native plants, and encourage natural drainage practices where each is appropriate and feasible. Landscaping standards should differ based on the character area, with less landscaping required in the employment-focused character areas, including industry hub, aerospace and innovation, and green energy and sustainable agriculture.
- Provide high-quality buffers and transitions between new employment and industrial development and existing and future residential neighborhoods.
- Encourage place-making and a dynamic public realm by integrating publicly-accessible plazas, open spaces, and other gathering places with development in public and private projects, especially in community hub, mixed-use industrial, and neighborhood residential character areas.
- Encourage the use of building materials that are of high quality and durability, appropriate for the area climate, and have a sense of permanence.
- Encourage private and public use of public art to enrich the subarea's character, identity, and a sense of place.

Figure 6-2 Future Land Use Plan



Character Areas

- Industry Hub
- Aerospace and Innovation
- Green Energy and Sustainable Agriculture
- Mixed-Use Industrial
- Community Hub
- Neighborhood Residential

Restriction Areas

- Restriction Area 2
- Restriction Area 1

Existing Aerospace-Related Development Restrictions

The subarea contains a number of existing aviation-related overlays that place various restrictions on both building forms and uses of new development. **Figure 6-3** shows these restricted areas and a summary of those restrictions is below.

Airport Influence Zone (AIZ)

The AIZ, also known as the "Aviation District," refers to an eight-mile by seven-mile area of Adams County surrounding the CASP. The entirety of the subarea plan study area falls within the AIZ which has been adopted by Adams County, and is in the process of being adopted by Arapahoe County. The AIZ protects future residents by requiring disclosures when homes transfer ownership, informing new owners that they are located near the CASP, which intends to expand operations in the future, including additional flights, larger airplanes, expanded runways, and future growth in traffic.

CASP and DEN Noise Contours

Airport noise can have adverse health impacts and is therefore measured and mapped to determine where restrictions on residential or other noise-sensitive land uses may be necessary. Noise levels around airports are measured by Day-Night Average Sound Levels (DNL), which represents the total accumulation of all sound energy spread out uniformly over a 24-hour period. The noise contours shown in the map are the 55 DNL contours, which represents a moderate amount of daily noise where land use restrictions may be advisable.

DEN Airport Height Overlay (AHO) and CASP Height Restrictions

The AHO and height restrictions around CASP are intended to provide protection to land uses which may be subjected to frequent overflights by aircraft. All developments within these areas must complete a Federal Aviation Administration (FAA) aeronautical study on obstructions to determine if the proposed development could be a hazard to air navigation as well as fully document site elevations. Proposed developments may be required to install and maintain markers and lights to indicate to pilots the presence of a hazard.

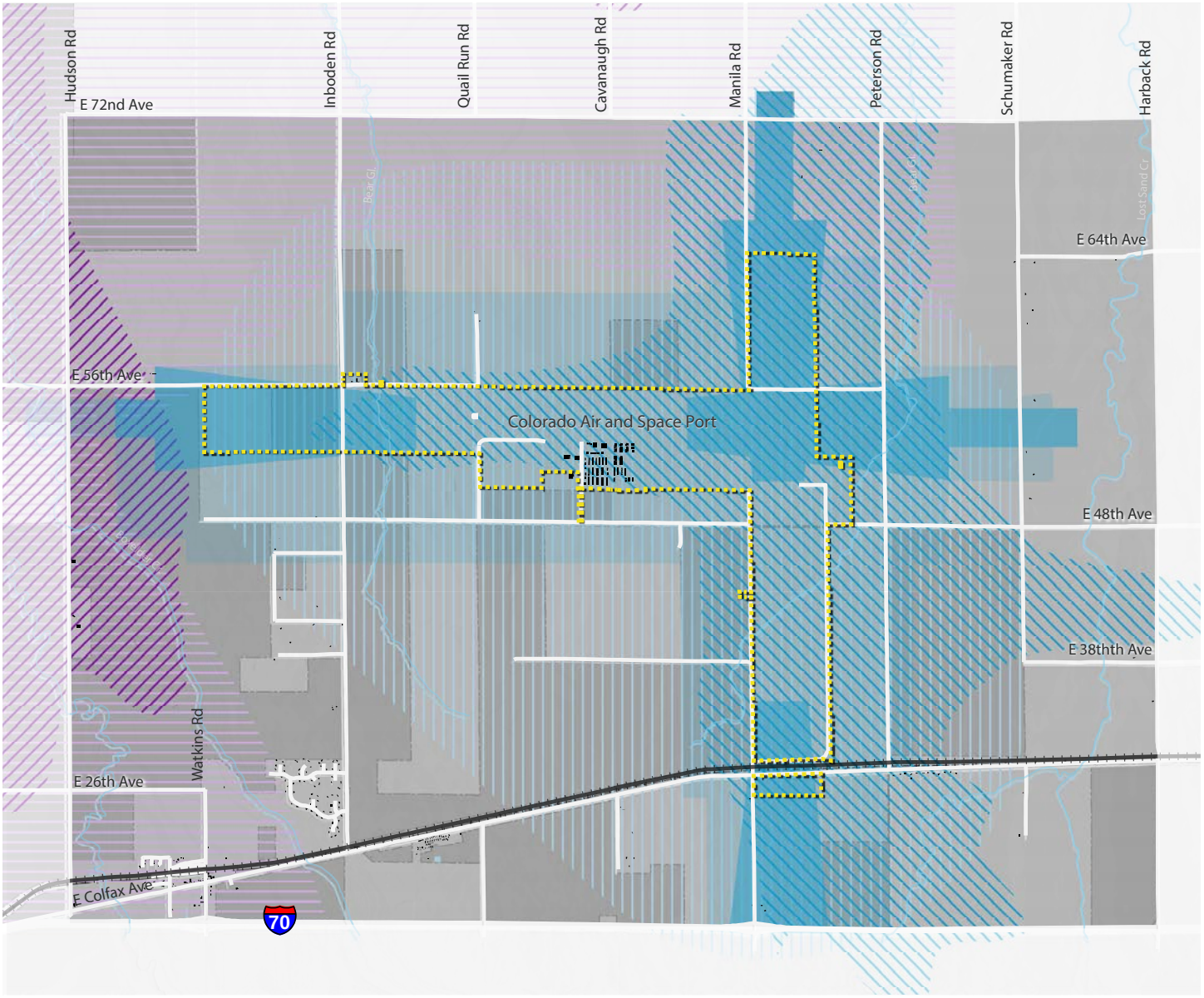
CASP Restriction Area 1

Limited commercial and industrial structures are permitted within Restriction Area 1, which do not conflict with the operational and safety needs of CASP. Structures must provide and include noise level reduction measures in the design and construction to achieve an interior noise reduction level of 25 decibels. Uses permitted within Restriction Area 1 cannot be used as gathering places for a large number of people and are to receive focused attention on dust, smoke, emissions, lights, or other obstructions to airplane navigation.

CASP Restriction Area 2

This area prohibits the construction of residences platted after the adoption of the overlay district in August 1983.

Figure 6-3 Restricted Areas within the CASP



CASP Airport Influence Zone
CASP Noise Contour
DEN Noise Contour
DEN Height Overlay
CASP Height Restriction
CASP Restriction Area 1
CASP Restriction Area 2

Mobility

Goals

- Create a more complete, connected, and well-balanced transportation system.
- Protect existing and future neighborhoods from negative traffic impacts of future development.
- Ensure that transportation investments contribute to the subarea's economic development, sense of place, and sustainability.
- Ensure the subarea is well connected to the larger metropolitan area.

The plan recommends multiple transportation choices for a variety of users. The new transportation network will provide greater internal circulation between the character areas along with connections to the metropolitan area. This plan identifies goals for future streets, sidewalks, trails, and bicycle facilities that will create greater connectivity in the subarea.

The transportation system is critical to the vitality of the subarea to support the movement of goods, connect workers to their place of employment, and provide mobility for existing and future residents. Improving multimodal access to the subarea will allow for growth in jobs while reducing the need to increase capacity of existing roadways to serve vehicle transport.

The subarea roadway system focus on arterial improvements, plus the development of local streets to connect character areas and enhance the connectivity within subarea character areas with smaller block sizes. Traffic modeling shows that transportation capacity improvements are needed throughout the subarea to support both growth within and surrounding the area.

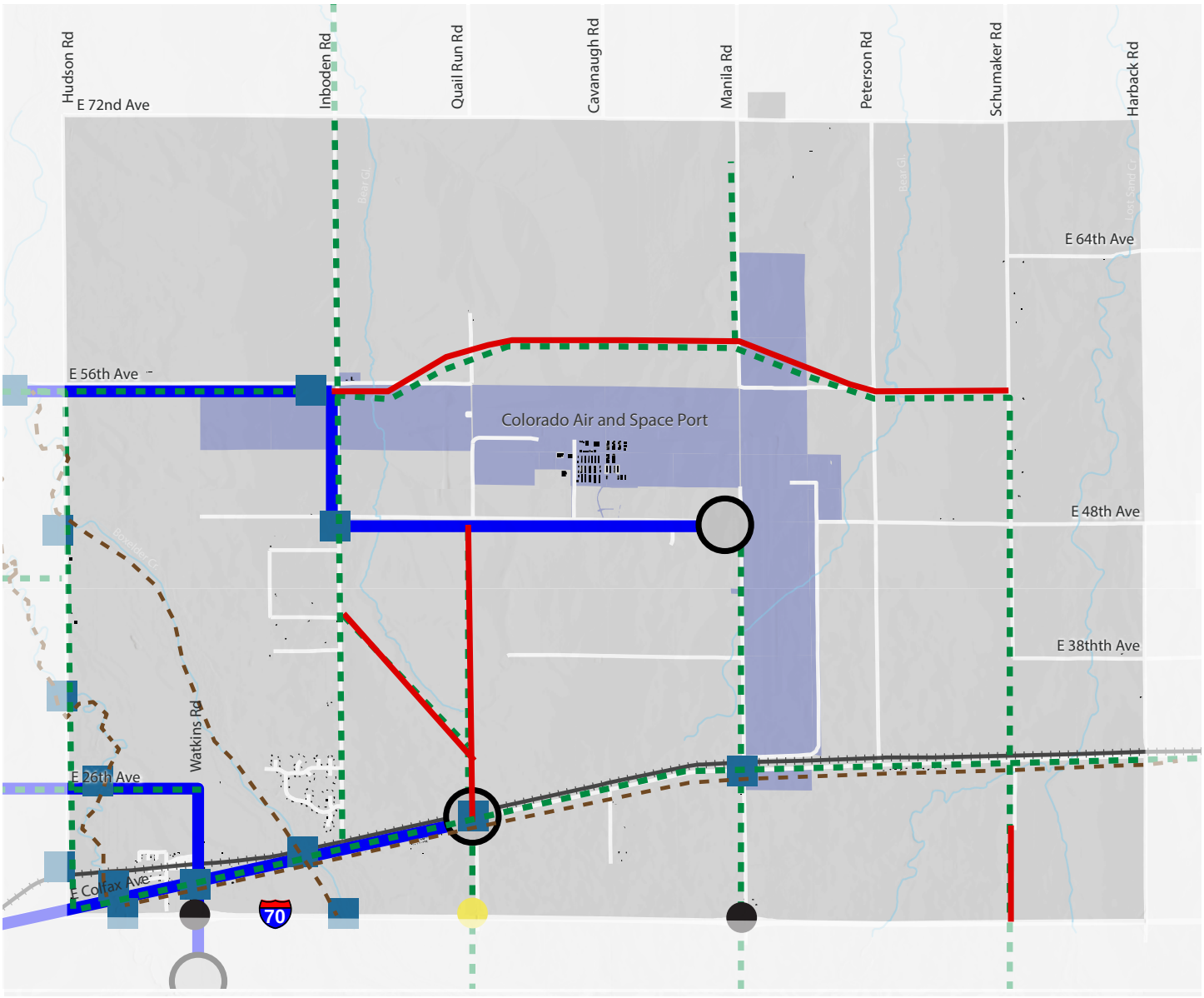
Creating a multimodal transportation system to support a mixed-use environment requires excellent pedestrian and bicycle access, including access for wheelchairs, strollers, and other wheeled pedestrian devices. A wide range of improvements to the non-motorized transportation system is anticipated; from sidewalks and mid-block pedestrian connections, to trails along riparian corridors, and new neighborhoods and roadways that are designed from the start with pedestrians and bicyclists in mind. Proposed bicycle facilities would serve all types of users, from novice to expert, and all types of trips, including recreation and commuting. Links to local parks and connections to the regional system are part of the vision.

Figure 6-4 shows the future mobility improvements for the subarea.

Strategies

- Support the CASP Subarea Land Use Plan with a multimodal transportation system that provides enhanced, multimodal travel connections within the subarea, and to other parts of the county and region.
- Design and develop arterial improvements, including added vehicular capacity, transit facilities, and non-motorized components, to serve travel demand generated by the Subarea Land Use Plan in addition to countywide and regional travel demand.
- Support and develop transportation recommendations from the NEATS including new road connections, grade separations, mobility hubs, high-frequency transit routes, bike routes, and off-street trails shown in **Figure 6-4**.
- As development occurs, develop local streets to establish a new connected system with smaller block sizes, particularly in mixed-use industrial, community hub, and residential neighborhood character areas, emphasizing continuity and connectivity.
- Work with the Colorado Department of Transportation (CDOT) to improve connections to I-70 by completing interchanges at Quail Run Road and Schumaker Road, to better connect the subarea to the region and to facilitate freight and goods movement.
- Design subarea arterials and local streets in a manner that is context-sensitive, enhancing the subareas's sense of place, and reflecting the transportation demands of the surrounding area.
- Include pedestrian and bicycle facilities in the design of arterials and local streets, with a greater focus on providing a denser, connected network of bicycle and pedestrian facilities on neighborhood residential, community hub, and mixed-use industrial character areas.
- Develop a multi-use trail system, focusing along waterways throughout the subarea that provide both local and regional connections.
- Implement a transportation demand management program to reduce subarea single-occupancy trip demand, and increase the share of trips utilizing transit, carpools and vanpools, and pedestrian and bicycle options.
- Ensure subarea recommendations are incorporated in future plans including but not limited to Comprehensive Plan and Long-Range Transportation plans.

Figure 6-4 Future Mobility



- Future Mobility Hub
- New Interchange
- Existing Interchange
- Future Grade-Separated Intersections
- Future Trail
- Future Bicycle Route
- Future High-Frequency Transit Route
- Future Roadway Connection

Parks and Open Space

Goals

- Create a robust and functional parks and natural open space system that serves the needs of the subarea and the surrounding community, and that connects with and complements the larger Adams County parks and open space system.
- Promote environmentally-friendly, sustainable development and landscape strategies in the public and private sectors.
- Recognize, protect, and enhance greenways and trails as multimodal connections that provide a variety of experiences and habitats for people, plants, and wildlife.

There are currently no publicly accessible parks and open spaces within the subarea today. As the area evolves, a comprehensive and connected system of parks, open space, and trails will be needed to provide for the recreation and enjoyment of employees, residents, and visitors to new subarea developments. These new parks will also complement and connect to the countywide parks system, for the benefit of surrounding neighborhoods and the broader community. The Subarea Plan envisions a park system with an array of elements including community and neighborhood parks, riparian corridor open spaces, open spaces developed as part of natural drainage treatments and designed as public amenities, passive and active plazas and other more urban open spaces, and a comprehensive trail system on and off roads, including along stream corridors. Beautiful and functional open spaces will help create a unique sense of place, support new employment and residential uses, improve the environment, and be an asset for the broader Adams County community.

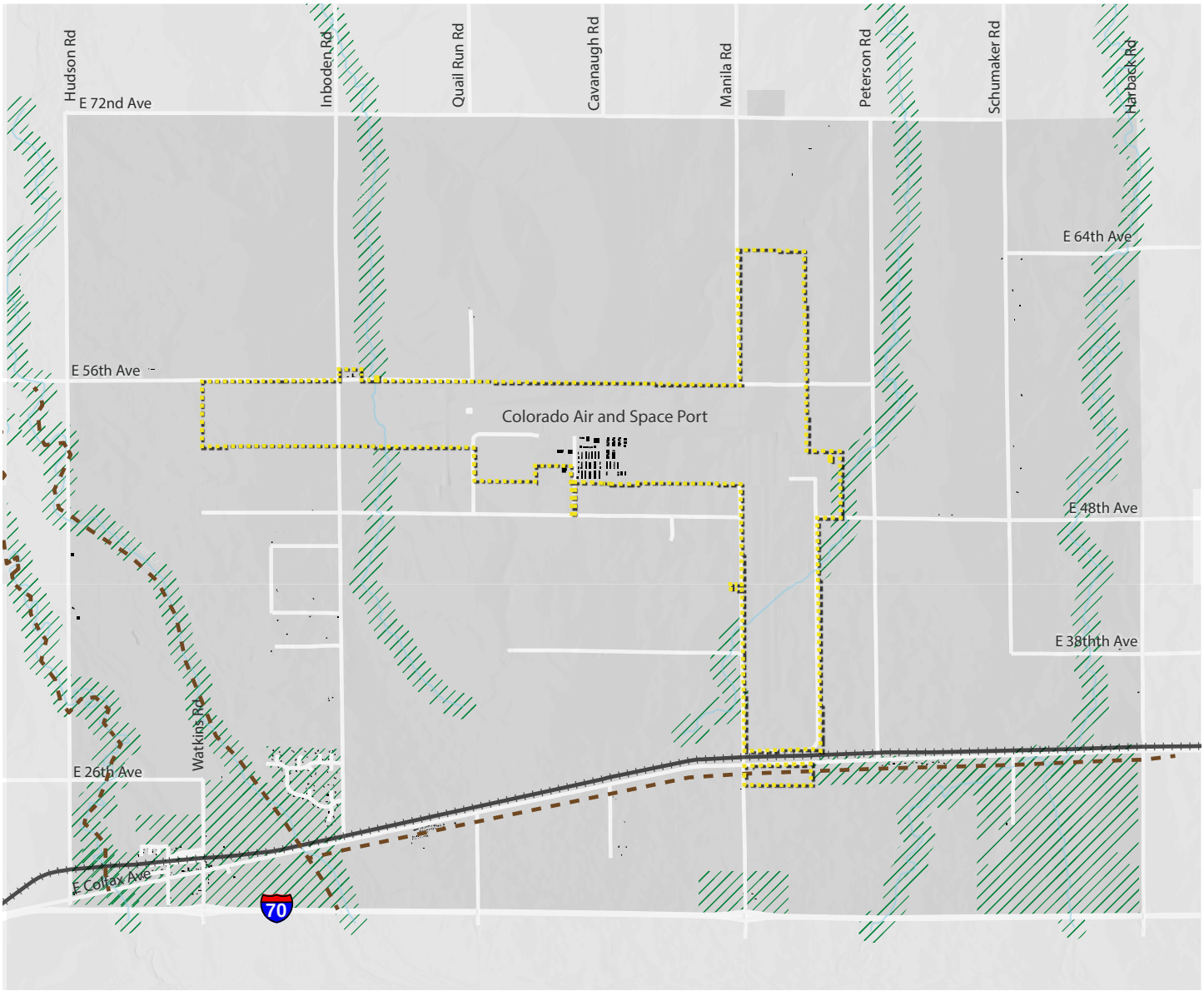
Most of the future open space within the subarea will be provided through specific site development requirements which this plan helps to inform. County staff should ensure that the development of these park assets is coordinated and works towards achieving the vision of this plan.

Figure 6-5 shows the future focus areas for parks and open space within the subarea. New parks and opens paces should be located in these areas ideally. These areas are either existing natural water corridors and areas of potential future residential development.

Strategies

- Create a robust and functional parks and open space system that serves the needs of existing and future residents, employees, visitors, surrounding neighborhoods, and the entire community. This system should connect with and complement the countywide parks and open space system, and include the following:
    - Provide plazas and smaller parks within employment areas (aerospace and innovation, industry hub, and mixed-use industrial character areas) with convenient access to all surrounding character areas.
    - Provide larger community parks serving existing and future residents, employees, and countywide residents within the residential character areas (community hub and neighborhood residential).
    - Locate neighborhood and community parks along stream corridors, linked through a series of trails and other open spaces.
    - Provide natural open space corridors along steams and other waterways throughout the subarea.
    - Focus development of new parks and open spaces along waterways and proximate to residential areas as shown in **Figure 6-5**.
- Provide an interconnected system of non-motorized trails for mobility within the study area, connected to the larger, regional trail system. Trails can be both off-street and along streets to better connect to surrounding development
- Protect and enhance wetlands and other designated critical areas in the subarea using development regulations, incentives, and possibly public funds.
- Develop a long-range maintenance plan for new parks and open space assets within the subarea.

Figure 6-5 Future Parks and Open Spaces Map



Proposed Trail

Potential Areas for Parks, Open Space, and Wildlife Corridors

Utilities

Goals

- Provide safe, reliable, and economical utility infrastructure to residents and businesses within the subarea.
- Create a physical and financial strategy for future utility improvements that promotes coordinated development.

Given the relatively undeveloped state of much of the subarea, serving the area by water and wastewater infrastructure will need to be a focus of both the private and public sectors moving forward. While ground water and wells may be a short term option, long-term connections to neighboring jurisdictions' water service are necessary for the full development potential of the subarea to be realized. Adams County will support potential projects that bring water and/or sewar into the area for future development within unincorporated Adams County. Continued coordination with regional partners along with the private sector will be critical to the successful development of the subarea.

Strategies

- Explore district storm water basin planning as a future step to evaluate the feasibility of coordinated stormwater treatment and detention across multiple properties to provide for broader environmental benefits as compared to a site-by-site approach.
- Consider opportunities for off-site or coordinated stormwater mitigation, to provide for a more effective approach to detention needs, and potentially achieve broader environmental benefits.
- Incorporate Mile High Flood District's four-step guidance for the management of runoff including: 1) employing runoff reduction practices, 2) implementing BMPs that provide a water quality capture volume with slow release and/or infiltration, 3) stabilizing streams, and 4) implementing site-specific and other source control BMPs, as needed.
- Encourage onsite water quality BMPs and Low Impact Development (LID) guidelines for all new development.
- Encourage the use of "green infrastructure," the design and development of infrastructure projects in a manner that deliberately achieves multiple environmental and other public benefits.
- Prioritize the preservation of natural drainageways and wildlife corridors throughout the subarea.
- Continue coordination with the City of Aurora to understand the potential capacity of the regional water infrastructure and timing of projects to be completed within the subarea.
- Continue coordination with the City of Aurora to understand the allotted capacity of regional water and wastewater infrastructure and timing of projects within the subarea to understand whether this infrastructure can be used to support development.
- Develop and implement a phased approach to new development so that infrastructure is in place or committed to serve the needs of growth of the subarea.
- Develop a water supply needs plan for the area and identify how/when it is to be addressed.

Economic Development

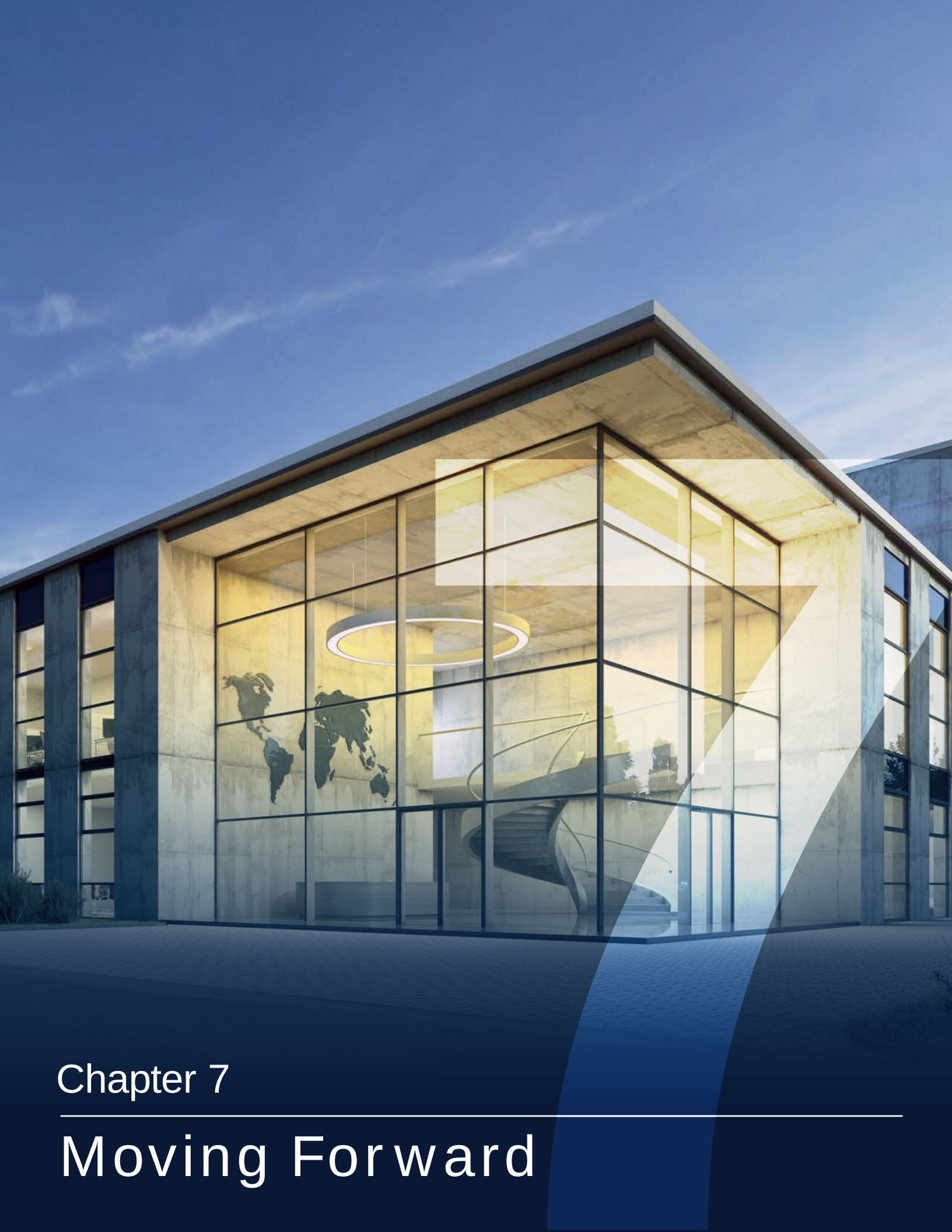
Goals

- Establish the subarea as a nationwide hub for aerospace-related research, development, and employment, along with an economic driver for Adams County and the region.
- Attract a mix of development types to provide essential services to surrounding communities
- Develop a plan to maximize the revenue potential to local jurisdictions
- Develop the subarea as a gateway to the Denver-Aurora metropolitan areas

The CASP is planned to serve as on of the country's primary hubs for commercial space transportation, research, and development. Colorado has one of the nation's largest aerospace economies, with nearly 280 businesses classified as aerospace companies and over 500 aerospace companies and suppliers providing space-related products and services. Most of Colorado's aerospace-related businesses and institutions are located within the Denver-Aurora metro area politan area. The region's private-sector aerospace workers represent more than 80 percent of all aerospace workers in Colorado. The regional connectivity and proximity to CASP position the subarea to play an important role in the county's and larger metropolitan area's continued economic growth. This plan should serve as the starting point for a larger discussion about the role that CASP and the subarea should play in the County and the greater metropolitan area's economic development strategy.

Strategies

- Promote a differentiated economic niche for the subarea, focusing on the synergies with the CASP such as aerospace-related research and development or those which need reliable access to logistics including air cargo.
- Take advantage of opportunities afforded by the subarea's strategic location next to DEN, CASP, and the larger metropolitan area, as well as the opportunities brought about by heavy rail and interstate access through the area.
- Explore different financial incentives such as financing, training, tax credits to attract aerospace- and innovation-related employment to the subarea and help effectively position itself within the emerging commercial spaceport marketplace.
- Encourage space port-related tourism as a secondary economic driver for the subarea including the development of civic/cultural institutions along with hotels and hospitality uses.
- Encourage business diversity, including professional services, retail, restaurants, and hospitality to support the primary employment-driven land use of the subarea.
- Develop a marketing and branding campaign to promote the unified economic development vision of the subarea.



Chapter 7

Moving Forward

The Subarea Plan provides goals and strategies the County and its partners should implement over the next 20+ years. For the vision of the subarea to be realized, the County must be proactive and have the support and participation of neighboring jurisdictions, local leaders, other partner public agencies, community groups, the local business community, property owners, developers, and residents. The County should be the leader in promoting cooperation and collaboration with these partners to implement the Subarea Plan. This chapter presents an implementation framework that the County can use to initiate and undertake key recommendations included in the Subarea Plan. The actions and strategies identified in this section establish the next steps to be taken in continuing the process of community development and investment. It is organized by the three main approaches to plan implementation:

1. **Regulatory and Policy Strategies.** These strategies will result in changes to County codes, regulations, and processes to foster desired outcomes. Common examples include map or text changes to the Adams County Zoning Code.
2. **Partnerships.** Partnerships represent the most diverse approach to implementation and can take many forms. The County will rely on other public and private partners to help implement many of the recommendations in this plan.
3. **Investment Strategies.** The new infrastructure called for in this plan will require creative “financial engineering.” A variety of public and private sources of funding and financing may be appropriate for the subarea.

Implementation Goals

Several goals have been identified to guide implementation of this plan:

- Work toward the vision of an integrated, innovative, and resilient subarea as defined in this plan
- Take strategic steps that help attract and maintain private-sector investment in the subarea
- Maintain collaboration between the County, City of Aurora, Arapahoe County, Town of Bennett, City and County of Denver, property owners, developers, residents and businesses, community organizations, and other area stakeholders
- Include site and contextual evaluation in public and private investments to understand opportunities to contribute to an integrated, innovative, and resilient subarea

Regulatory and Policy Strategies

Mechanisms for implementation of the subarea's vision include regulatory or policy strategies that will result in changes to county codes, regulations, processes, or design guidelines to affect desired outcomes. Typical examples include Adams County Zoning Code amendments, requirements for infrastructure improvements associated with development projects, and Parks and Recreation requirements regarding open space and landscaping.

Development Guidelines

While the Subarea Plan articulates a vision for the subarea, the County's development regulations are the primary tool to implement the plan. Following this plan's adoption, the County should conduct a full review of its zoning ordinances, subdivision regulations, and public works standards. In doing so, the County should review relevant technical resources that may offer guidance on emerging best practices. Amendments to development regulations and design standards should consider commentary programs and incentives that can be used to achieve the community's vision for economic development, community character, mobility, and other aspects of the plan.

Specific recommendations for the Subarea Plan that development regulations can address include:

- The appropriate scale, design character, and configuration of character area development
- Integration of green infrastructure best practices and innovative stormwater management as new development occurs
- The accommodation of trails, sidewalks, bike infrastructure, and potential transit amenities in new character areas throughout the subarea

Zoning

Zoning is the primary legal tool by which the development of private property can be directed towards the implementation of the plan. Adams County Zoning Code provides many tools for implementing this plan's recommendations regarding land use and urban form.

Zone map amendments may be initiated by property owners or their authorized agents, Board of County Commissioners, or the Planning Commission. Map amendment applications are reviewed by County staff and the Planning Commission before going to the Board of County Commissioners. Zoning code text amendments are initiated by the Planning Commission, Board of County Commissioners, the Director of Community and Economic Development, the Director of Public Works, owners or persons having an interest in land located within the unincorporated area of the County, or residents of the County. Text amendments are reviewed by County staff and the Planning Commission before going to the Board of County Commissioners for final action. **Figure 7-1** below shows a summary of regulatory implementation considerations for each character area in the plan.

Figure 7-1 Character Area Zoning

Character Areas	Agriculture			Residential						
	A-1	A-2	A-3	RE	R-1-A	R-1-C	R-2	R-3	R-4	MH
Industry Hub										
Aviation and Innovation										
Mixed-Use Industrial										
Green Energy and Sustainable Agriculture	●	●	●	●	●					
Community Hub							●	●	●	●
Neighborhood Residential	●			●	●	●	●			●

Industry Hub

Plan Vision

The vision of the industry hub character areas is to provide opportunities for higher intensity employment in places that do not conflict with surrounding existing or future residential neighborhoods. Industry hub character areas allow the most intense industrial development within the subarea. They can also provide the density and variety of employment opportunities, along with corresponding municipal tax revenue, to support the vision for the subarea as a hub for employment and innovation within the region.

Zoning Analysis

The Industry Hub character areas are located primarily in the northwest corner, central area, and east-central locations of the subarea. These areas are primarily zoned Adams County A-3 and PUD, along with Aurora AD and I-2. The City of Aurora zoning I-2 and AD both generally are in line with the vision for these character areas. The Adams County A-3 is primarily designed to provide land in holdings of at least 35 acres for dryland or irrigated farming or other related food production uses. The uses and building forms generally do not align with the vision of this character area.

Implementation Strategy

As development occurs, explore map amendments to align agricultural zoning with the land use vision for this character area. See **Figure 7-1** for applicable zone districts.

Aerospace and Innovation

Plan Vision

The vision of the aerospace and innovation character areas is to capitalize on the subarea's relationship to CASP and promote a mix of uses to support the future growth in facilities operations, including aerospace-related manufacturing, research and development, office, supporting retail, and limited CASP-related hospitality.

Zoning Analysis

Aerospace and innovation character areas are primarily located within the CASP property and the immediately surrounding areas, all within the central part of the subarea. These character areas are primarily zoned Adams County AV, PUD, I-1, A-3, and City of Aurora AD and I-2. All these zone districts (except for A-3) implement the vision of the plan. A-3 is primarily for large-lot agricultural uses which does not align with the high-density employment vision of these character areas.

Implementation Strategy

As development occurs, explore map amendments to align agricultural zoning with the land use vision for this character area. See **Figure 7-1** for applicable zone districts.

Commercial						Industrial			Other			
C-0	C-1	C-2	C-3	C-4	C-5	I-1	I-2	I-3	CO	PL	PUD	AV
●	●	●	●	●	●	●	●	●	●	●	●	●
●	●	●	●	●	●	●	●	●	●	●	●	●
●	●	●	●	●	●	●	●		●	●	●	
●	●	●	●	●	●	●			●	●	●	
	●	●	●	●	●				●	●	●	
●	●								●	●	●	

Mixed-Use Industrial

Plan Vision

The intent of the mixed-use industrial character areas is to provide flexibility for a range of employment-focused uses, but in a denser and more walkable format than other employment-focused character areas. These character areas also provide a more suitable buffer to less intense character areas than the other industrial-focused character areas.

Zoning Analysis

Mixed-use industrial character areas are primarily located along major existing and future corridors, such as Schumaker Road and 56th Avenue, along with the southern part of the subarea south of Colfax Avenue. The areas are currently mostly zoned Adams County A-3, PUD, and City of Aurora AD and I-2.

Implementation Strategy

As development occurs, explore map amendments to align agricultural zoning with the land use vision for this character area.

Green Energy and Sustainable Agricultural

Plan Vision

The vision of the green energy and sustainable agricultural character areas is to maintain some of the existing agriculture uses within the subarea but expand their potential focus to include green energy production and supporting uses.

Zoning Analysis

Green energy and sustainable agriculture character areas are primarily located in the southwest, north central, and northeast portions of the subarea. These areas are currently zoned Adams County A-3, A-2, and PUD, and City of Aurora AD zoning. These zone districts currently allow for both agriculture and solar energy production.

Implementation Strategy

No update is needed at this time.

Community Hub

Plan Vision

The community hub character areas are categorized by both local- and regional-serving concentrations of retail, office, and service uses that are typically located at higher traffic intersections along corridors. These areas contain shopping centers, office space, civic uses, and higher density multi-family and single-family residential.

Zoning Analysis

The community hub character areas are exclusively in the southern part of the subarea in the southwest corner along Colfax Avenue, at the I-70 and Manila Road intersection, and along Schumaker Road at the future interchange with I-70. These areas are currently zone Adams County A-2, A-3, A-1, PUD, and C-5, and City of Aurora AD. The agricultural zone districts are focused on allowing food production and ranching and conflict with the vision of this character area. C-5 is in line with the mixed-use commercial-focused vision of these character areas.

Implementation Strategy

As development occurs, explore map amendments to align agricultural zoning with the land use vision for this character area. (See **Figure 7-1** for applicable zone districts)

Neighborhood Residential

Plan Vision

Neighborhood residential character areas comprise mostly single-family residential with supporting neighborhood-serving retail, smaller office, and civic land uses. These character areas provide housing opportunities to support the employment focus of the subarea.

Zoning Analysis

Neighborhood residential character areas are primarily in the southeastern corner of the subarea within the Town of Bennett and the southwestern corner along Inboden Road. These locations are primarily zoned Adams County PUD, A-3, and Town of Bennett PD. Both the Adams County PUD and Town of Bennett PD allow for single-family residential, though do not allow for the neighborhood-serving retail and related services. The A-3 zoning only allows large-lot residential, which is not fully consistent with the vision of these character areas.

Implementation Strategy

As development occurs, explore map amendments to align agricultural zoning with the land use vision for this character area. (See **Figure 7-1** for applicable zone districts). Potentially look to work with property owners to amend PUD/PD zoning better align with the character area's vision.

Figure 7-1 illustrates the Adams County Zone Districts that best align with each of the planned character areas of the subarea. This table should be referenced when analyzing potential rezoning within the subarea.

Annexation and Growth Management

The subarea includes property in three different jurisdictions: City of Aurora, Town of Bennett, and unincorporated Adams County. The vision of the subarea can only become a reality through close collaboration between these three entities. Many parcels throughout the subarea have been annexed into the City of Aurora as they have been sold and planned for development. The annexations have occurred in a patchwork pattern throughout the subarea. In the short term, the partner municipalities should pursue annexation agreements with property owners to provide some predictability to the footprint of the individual municipalities. Over time, property should be annexed in conjunction with a strategic infrastructure investment to manage growth in a sustainable and reasonable way. As incremental development occurs, special consideration should be given to subarea-wide infrastructure systems and services, such as stormwater management, multimodal transportation networks, public safety, and education among others.

Partnerships

Successful plans are the product of feedback and input from a variety of groups working toward a collective vision. Partnerships formed during the planning process will play key roles in accomplishing and implementing plan goals, and in some cases may be the best way to implement a policy or recommendation. The new partnerships identified in this plan will be critical to implementation of the vision. These partners typically include existing residents and business owners, property owners, special districts, boards and commissions, developers, and non-profits.

This plan encourages the strengthening of existing partnerships that contributed to its creation. There are many active non-profits and community stakeholders that have participated in the planning process. These entities, along with the County, have the primary responsibility for the implementation of this plan. An effective partnership among major property owners along with continued collaboration with community stakeholders will be critical to the success of the subarea. More formal partnerships among residents, business owners, property owners, and economic development entities will be necessary to ensure that all stakeholder perspectives are considered as implementation of this plan moves forward.

Steering Committee

The primary roles for the Steering Committee in the implementation of the Subarea Plan will include keeping members updated and engaged in advocating for the vision of the subarea. Stakeholder coalitions can be informal or more formally created as non-profit organizations or special districts. As the plan's implementation progresses, stakeholder coalitions will be important to ensure that all property owners, residents, and business members stay informed of updates and changes in the subarea and stakeholder perspectives are actively considered. A priority task for the Steering Committee would be to explore potential organizational structures that could help to implement key plan recommendations in the future. This organization will play an essential role in advocating for public improvements.

Project Champions

Once the plan is adopted as a supplement to the County's Comprehensive Plan, the County has the authority to begin implementing the plan. Given the number of adopted plans, competing interests in the County, and the budget limitations at all levels of government, little plan implementation will be undertaken without champions for certain actions and advocates for the subarea. Typically, registered neighborhood organizations work with the County Administrator and County Commissioner's representatives to promote certain actions and outcomes. Membership organizations, such as merchants associations, business partnerships, and nonprofits, do the same for business areas. Since these groups often have their own areas of focus, they are ideal candidates to spearhead neighborhood projects related to their specific interests and will continue to advocate for them to the County and its partners.

CASP Master Planning Efforts

The CASP master planning process, occurring concurrently with the development of the subarea plan, will further define the recommended development and implementation strategies for expanding aerospace and spaceport capabilities at CASP. As one of the primary economic development drivers for the subarea, CASP plays a crucial role in providing continued collaboration between CASP and the larger subarea. By aligning the proposed subarea development with the CASP Master Plan future infrastructure can be coordinated and thoughtfully developed to benefit both CASP and the surrounding subarea.

Jurisdictional and Organizational Cooperation

For the Subarea Plan to be successful, there must be leadership from the County as well as strong partnerships with the City of Aurora, Town of Bennett, and other public agencies; community groups and organizations; the local business community; regional aerospace industry leaders; and the private sector. The County should lead the cooperation and coordination with regional partners such as CDOT, Regional Transportation District (RTD), Metro Denver Economic Development Corporation (EDC), among others. In addition, the County should actively work with and encourage developers and the local business community to undertake improvements that conform to the Subarea Plan and improve the quality and character of the subarea.

Some of the recommendations in the Subarea Plan that will likely require coordination and cooperation include:

- Annexation agreement with property owners in unincorporated portions of the subarea
- Advocating for and implementing regional transportation and transit that will serve existing and future residents and employees
- Roadway, intersection, and interchange improvements on corridors under the jurisdiction of CDOT
- Establishing regional train connections to adjacent communities
- Collaborating with regional and state economic development partners to coordinate potential subarea financing and business recruitment strategies

A Living Document

The Subarea Plan should become the County's official policy guide for land use, development, and community improvement, along with the County's other relevant adopted plans. It is important that the plan is referenced on a regular basis by County staff, boards, and commissions to review and evaluate all proposals for improvement and development. County staff should regularly meet with all relevant departments and leadership to explain the purpose and progress of the Subarea Plan. To further educate the community about the Subarea Plan, the County should:

- Offer assistance to the publicin understanding the plan and its relationship to private and public investments and other proposals, as appropriate
- Assist the Board of County Commissioners and other relevant boards and commissions in the day-to-day administration, interpretation, and application of the Subarea Plan
- Maintain a list of possible amendments, issues, or needs that may be a subject of change, addition, or deletion from the Subarea Plan
- Create a regular schedule to amend or update the plan to ensure the plan stays current and relevant to changing market conditions and implementation

Investment Strategies

Realizing the vision for the subarea will require considerable public and private investment. While many of the plan's recommendations are likely to be implemented through a public/private partnership, the County should take early action on projects that will significantly improve livability and connectivity, catalyzing additional investment in the subarea. Public investment strategies involve public funding of public infrastructure. Examples include public investment in street reconstruction, new and expanded parks, and utility infrastructure. The County and its partners may take the lead in designing, constructing, and funding these projects and can use a variety of public funding sources, such as the annual CIP, bond funds, or state or federal grant programs.

Capital Improvement Program (CIP)

One of the most critical actions the County and its municipal partners can take to address funding for subarea improvements is including projects in the CIP. The CIP assesses capital facility needs (including streets, streetscapes, parks, and infrastructure) in the County against its overall goals and objectives. It uses a multi-year planning horizon to consider how to fund further-out projects. The Capital Budget is the first year of the CIP that identifies funding and authorizes expenditure for projects on an annual basis.

Establishing long-term local funding sources for transportation and infrastructure is critical, as state and federal grant and loan programs are highly competitive and subject to change. Local funding can be used to leverage competitive grant funds that may require local match dollars to qualify.

Some recommendations in this plan may require Adams County, City of Aurora, or Town of Bennett capital investment. To support implementation of these recommendations, these partner municipalities should ensure CIP planning, schedules, and priorities for the subarea are coordinated. Some of the recommendations of the Subarea Plan that can be included through the CIP include:

- Strategic infrastructure development to emerging development areas
- Regular maintenance of streets, trails, and other transportation systems
- Investments in streetscaping and gateways at highway interchanges and other key corridors
- Transportation investments, including mobility hubs, grade-separated intersections, and multimodal infrastructure
- Investments in new parks and recreation facilities that would meet the evolving demand within the subarea
- Development of green infrastructure that will maximize efficiency of municipal systems, reduce the likelihood of flooding, and minimize the impact on sensitive environmental features

Other Funding Services

Other local funding sources include assessment methods that can be used to generate local funds for improvements, and financing districts that use these assessment methods to both collect and distribute funding.

Assessment Methods

Mill Levy

A mill levy is a tax rate that is applied to the assessed value of a property. The mill levy, which is sometimes referred to simply as a levy, is multiplied times the assessed value of a property to determine the amount of taxes due. For example, 87.925 mill levy x $15,000 assessed valuation = $1,318.87 property tax. A mill levy can be increased, for example, to help pay for the cost of improved infrastructure, generally through a Financing District (discussed on next page).

Tax Increment Financing

The purpose of Tax Increment Financing (TIF) is to incentivize and attract desired development within key commercial areas. TIF dollars can typically be used for infrastructure, streetscaping, public improvements, land assemblage, and offsetting the cost of development. TIF utilizes future property and sale tax revenues generated within a designated area or district to pay for improvements and further incentivize additional reinvestment. In Colorado, an Urban Renewal Authority (URA)or Downtown Development Authority must be created to use TIF. These authorities have a lifespan of 25 years. Bonds can be issued and then repaid by the taxes collected on the increases in property value within the TIF district after improvements are made. TIF districts require the approval of the Board of County Commissioners in Adams County.

Impact Fees

An impact fee is a one-time fee that is collected from new development to fund capital improvements. Impact fees are not an initial capital-raising mechanism. Rather, they are a way to meet infrastructure needs instigated by a number of new development projects over time. This funding source requires active development to generate funds.

Financing Districts

Business Improvement District (BIDs)

A BID is a private-sector initiative to manage and improve the environment of a business district with services financed by a self-imposed and self-governed assessment. Services financed by a BID are intended to enhance, not replace, existing municipal services. BIDs can finance a wide variety of services, including marketing, maintenance, economic development, public safety, planning, events, and parking management.

BIDs are accountable to those who pay through a board of directors comprised of property and business owners within the district. Services financed by a BID are usually provided by a private-sector organization, not a government organization. BIDs require demonstrated support from owners of personal and real property representing more than 50% of assessed value and acreage. A BID can help with subarea business recruitment and branding, among other initiatives.

General Improvement Districts (GIDs)

A GID is a public infrastructure district that applies an additional property tax or assessment to a specific improvement area to pay for new public infrastructure. GIDs are commonly used to fund shared infrastructure facilities and can be initiated by a majority of property owners. GIDs are well-suited to provide long-term financing for one-time major public improvements, and for ongoing maintenance funding. Only municipalities can create GIDs.

Special Improvement District (SIDs)

SIDs apply special assessments or charges to specific individual properties that will benefit from public improvements. The special assessment is based on the amount of benefit the specific property receives. The most common improvements to utilize SIDs include roads, sidewalks, sewer lines, and water lines. The assessments are typically distributed in an area based on linear feet of road adjacency, the number of lots, or overall area. Special assessments are not property taxes but represent a lien on a property included in the SID. In these types of arrangements, bonds are issued to finance the improvements and the assessments charged to property owners typically represent the sole source of repayment for these bonds. SIDs are particularly well-suited as a method of finance for discrete, one-time public improvement upgrades.

Local Improvement District (LIDs)

LIDs are special assessment districts that can issue general obligation and special assessment bonds. They are used to finance improvements that enhance a designated area (ie street, street lighting, drainage facilities, water and sewer). LIDs can be used by counties with over 100,000 in population.

Public Improvement Districts (PIDs)

A PID is a taxing entity which can finance, construct and maintain public improvements. A PID may be formed to address any type of public improvement service. It has authority to issue debt and to impose a mill levy against real and personal property within the district. PIDs are like GIDs, but are entities that can be formed by Counties.

Urban Renewal Authority (URA)

A URA is a quasi-municipal organization intended to address or redevelop deteriorating or blighted areas. It is common for URAs to utilize TIF to fund improvements. To form an urban renewal project area, the municipality must pass a resolution stating that blight is being eliminated through the URA process and its activities. In addition, a URA must develop a formal urban renewal plan for each project area outlining the proposed public improvements. The municipality can establish an urban renewal area when one or more redevelopment projects with a significant potential tax increment have been identified and have a strong probability of near-term initiation.

Metropolitan District

Metropolitan districts are quasi-governmental entities and political subdivisions of the state that finance, construct, and maintain public facilities. They may finance and maintain street improvements; water, sewer, and drainage improvements; parks and recreation; fire protection; public transportation systems; solid waste; and limited security improvements. Metropolitan districts often apply additional mill levies to development to pay for infrastructure costs and maintenance expenses. They have the power to issue general obligation and revenue bonds to finance improvements.

Regional Transportation Authority

Municipalities and counties may join together to create regional transportation authorities to finance, construct, operate or maintain regional transportation systems, if the electors within the boundaries approve. These authorities can establish and collect tolls, rates, and charges; levy sales taxes, impose an annual motor vehicle registration fee, levy a visitor benefit tax, impose a property tax, and issue bonds.

Other Funding Sources

Public Improvement Fee

Developers impose a Public Improvement Fee (PIF) on retail and service tenants to fund public improvements. PIFs are collected as a fee charged on sales within a set of negotiated categories and within a designated geographic boundary. General obligation or revenue bonds may be issued based on the revenue collected. Because PIFs are fees, they become a part of the cost of the sale or service and are subject to sales tax. Administered through covenants on retail leases, PIFs are usually collected by a metropolitan district established as part of a project.

Incubators

Business incubators provide low-cost space and specialized support to small companies. Such services might include administrative consulting, access to office equipment and training, and assistance in accessing credit. Incubators are typically owned by public entities, such as municipalities or economic development agencies, that subsidize rents and services with grants. In addition to job creation and generating activity, the goal is to have start-up businesses grow and relocate to larger spaces within the subarea. To share resources and knowledge, an incubator within the subarea should consider working in partnership with higher education institutions and CASP.

Foundation and Specialized Grants

The successful implementation of the plan requires realization of projects that range in scale and scope. One type of funding source that becomes increasingly significant when issue-specific projects or programs, such as tourism or small business assistance, are considered is the foundation grant. The County should dedicate resources to monitoring and exploring foundation grants as a funding tool.

Appendix

APPENDIX

Colorado Air and Space Port Subarea Plan State of the Subarea A-3
Colorado Air and Space Port Market Study A-16
Colorado Air and Space Port Spaceport Competitive Assessment A-59

Nick Eagleson

From: Chris Chovan
Sent: Wednesday, April 21, 2021 9:21 AM
To: Nick Eagleson
Subject: RE: Colorado Air and Space Port Subarea Plan - Chapter 5

Nick,

Thank you for the opportunity to provide some feedback.

The chapter mentions a variety of roadway cross-sections and the implied uses along these transportation corridors (e.g. separated sidewalks). Given the focus is primarily on the land uses in and around the CASP, it's not much to comment on when we speak of specific corridors such as Colfax, Shumaker, etc. The transportation master plan and/or comprehensive plan will include elements of this plan and once incorporated, can be used to identify specific improvements on corridors that could serve these "districts".

With all of this said, I feel its important to focus on a transportation corridor to move people and goods, not just cars/vehicles. Additionally, in the district/zones that include a higher number of freight vehicles, designs should reflect wide turn radii, segment prohibitions, and other solutions in the toolbox that accommodate larger and heavier vehicles.

I know this is a "word salad" so I'll be happy to discuss this more comprehensively as you move to the final report.

Enjoy the day!
Chris

Chris W. Chovan
Senior Transportation and Mobility Planner, *Public Works*
Preferred Pronouns: he/him/his
(O) 720.523.6851 (M) 720.930.9284

NOTE: The best way to reach me directly is with the Mobile number above or by E-mail.

From: Nick Eagleson <NEagleson@adcogov.org>
Sent: Friday, April 16, 2021 12:23 PM
To: Chris Chovan <CChovan@adcogov.org>
Subject: Colorado Air and Space Port Subarea Plan - Chapter 5

Hi Chris,

Happy Friday! Would you (or someone else in your area of expertise) have time to review the attached draft Chapter 5 from the Colorado Air and Space Port Subarea Plan? It mentions mobility and transportation infrastructure and it would be nice to have anyone on your team chime in with comments if you think there are any. I know you guys are busy over there, but the sooner the turnaround the better. Thanks!

Nick Eagleson
Senior Strategic Planner, *Community & Economic Development*
ADAMS COUNTY, COLORADO
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Brighton, CO 80601
O: 720.523.6878 | *NEagleson@adcogov.org* | www.adcogov.org

Adams County new operating hours: Tuesday through Friday, 7 a.m. to 5:30 p.m. (Closed on Mondays)

Nick Eagleson

From: Byron Fanning
Sent: Tuesday, April 20, 2021 10:50 AM
To: Nick Eagleson
Subject: RE: Colorado Air and Space Port Subarea Plan

Nick,

Thanks for sending this my way and giving me a chance to review. Here are some comments:

1. Is the expectation that we would maintain these new park/open space/trail areas? If so, we will need to have a larger conversation about shop and yard space in that area. I would prefer that we do maintain it, we will just need to work through the logistics as we wouldn't be able to do it from our existing shops.
2. When is this planned to be constructed?
3. Pocket parks are not very easy to manage and maintain. The community does not typically take much ownership in them and they are typically only relevant to small children unless they are included as part of a connected greenway system. I don't have data to support this statement but I believe people would rather walk 5 or 10 minutes to get to a larger park with varied amenities then visit a pocket park which typically only features a playground.
4. We allow e-bikes on our trails but no other motorized transportation except OPDMDs used for ADA access. We also allow horses on all of our trails which we would propose here.
5. I love the connectedness of the trail system as proposed and the protection for wetlands.
6. If the developer is going to build these spaces, I would like for our staff to be able to contribute to the planning process as it is in the design stages, even if we won't be asked to maintain it.

Thanks again, Nick, let me know if you would like to discuss further.

Thanks,

J. Byron Fanning jr.
Director, *Parks, Open Space & Cultural Arts Department*
ADAMS COUNTY, COLORADO
9755 Henderson Road
Brighton, CO 80601
o: 303.637.8006 |c: 303.386.2706
www.adcogov.org

The Parks Admin Office is currently open limited hours, Tuesday through Friday 10am to 2pm, due to concerns with the ongoing pandemic, staff can be reached at 303.637.8000 for any immediate needs, I will continue to work from home at this time and can be best reached by cell phone. You can ***Find community resources regarding the County's response and updates here.***

From: Nick Eagleson <NEagleson@adcogov.org>
Sent: Tuesday, April 20, 2021 10:11 AM

To: Byron Fanning <BFanning@adcogov.org>
Cc: Ryan M. Nalty <RNalty@adcogov.org>; Jen Rutter <JRutter@adcogov.org>
Subject: Colorado Air and Space Port Subarea Plan

Good Morning Byron,

We're in the final stages of putting together chapters for the Colorado Air and Space Port Subarea Plan, and I was hoping you could take a quick look at the Recommendations Chapter. The third section specifically addresses Parks and Open Space. It outlines overall goals within the Subarea, and strategies for implementation as development occurs. Could you take a look at this section and let me know if you have any comments or edits you think are necessary? I appreciate your help!

Thanks,

Nick Eagleson
Senior Strategic Planner, *Community & Economic Development*
ADAMS COUNTY, COLORADO
4430 South Adams County Parkway, 1st Floor, Suite W2000A
Brighton, CO 80601
O: 720.523.6878 | *NEagleson@adcogov.org* | www.adcogov.org

Adams County new operating hours: Tuesday through Friday, 7 a.m. to 5:30 p.m. (Closed on Mondays)

Right of Way & Permits

1123 West 3rd Avenue
Denver, Colorado 80223
Telephone: **303.571.3306**
Facsimile: 303. 571. 3284
donna.l.george@xcelenergy.com

June 1, 2021

Adams County Community and Economic Development Department
4430 South Adams County Parkway, 3rd Floor, Suite W3000
Brighton, CO 80601

Attn: Nick Eagleson

Re: Colorado Air and Space Port Subarea Plan, Case # PLN2021-00005

Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the documentation for **Colorado Air and Space Port Subarea Plan**. Please be aware PSCo owns and operates existing natural gas and electric *distribution* facilities throughout the subarea and has no objection to this proposal, contingent upon PSCo's ability to maintain all existing rights and this amendment should not hinder our ability for future expansion, including all present and any future accommodations for natural gas *transmission* and electric *transmission* related facilities.

For future planning and to ensure that adequate utility easements are available within this development and per state statutes, PSCo requests the following utility easements *within all lots*:

- 6-feet wide for natural gas facilities with a minimum 5-foot clearance from any structure and where there is drivable pavement with space for service truck access (8-feet wide, 6-inches thick) with plowing in snowy conditions (single-family residential)
- 8-feet wide for electric facilities including space for transformers, pedestals, and cabling (single-family residential)
- if gas and electric are within the same trench, a 10-foot wide utility easement is required, not to overlap any wet utility easement (single-family residential, 1-lot apartment complexes, commercial/industrial/retail lots)
- bear in mind that these utility easements must have 5-feet of separation from gravity-fed wet utilities and 10-feet of separation from forced-fed water utilities

As projects progress, the property owner/developer/contractor must complete the application process for any new natural gas or electric service, or modification to existing facilities via xcelenergy.com/InstallAndConnect.

Donna George
Right of Way and Permits
Public Service Company of Colorado dba Xcel Energy
Office: 303-571-3306 – Email: donna.l.george@xcelenergy.com

Nick Eagleson

From: Young, Sarah <syoung@auroragov.org>
Sent: Thursday, May 27, 2021 1:47 PM
To: Nick Eagleson; Krzyzanowski, Daniel
Subject: CASP_Subarea_Plan_PUBLICREVIEW.pdf
Attachments: CASP_Subarea_Plan_PUBLICREVIEW.pdf

Please be cautious: This email was sent from outside Adams County

Hi Nick –

My comments are included in the attached and below. I rewrote one of the utility sections and pasted that below (easier since it was a PDF doc).

- Overall I think the document looks great. It could probably use a once over from a technical editor though.
- It mentions a 2,000 unit residential unit gap in the area. May be worth mentioning the large number of residential units being built to the west and southwest and commute times (which I think are really minor considering I-70).
- Is ACRE considered a development?

Water and Wastewater Utilities

Most of the existing utilities throughout the subarea are provided on-site. The 2018 City of Aurora Wastewater Capital Improvements Program (CIP) included areas within the City of Aurora Planning Area Boundary, some of which overlaps with the subarea boundary. The Aurora Wastewater CIP included wastewater projects, such as gravity sanitary sewer interceptors, lift stations and forcemains, ultimately discharging to Second Creek Regional Lift Station (SCRLS). However, in the Metro Wastewater Sand Creek and Second Creek Master Plan, the area overlapping with the subarea plan will discharge to a future regional wastewater treatment facility, location to be determined. The water infrastructure identified for the Aurora Planning Area Boundary was identified in the 2016 Integrated Water Master Plan. Coordination should be performed with the City of Aurora to understand the potential capacity of regional infrastructure and timing of projects to understand if the infrastructure can support development within the subarea.

The key takeaways for the water and wastewater utilities within the subarea are:

- New development within the subarea will be dependent on the future utility infrastructure
- A multi-jurisdictional effort will be needed to provide adequate water and wastewater infrastructure throughout the subarea

VOGEL & ASSOCIATES
Integrated Planning with Innovative Solutions

May 27, 2021

Mr. Nick Eagleson
Senior Strategic Planner
Community & Economic Development Department
4430 S. Adams County Parkway
Brighton, CO 80601

Re: Amendment to the Adams County Comprehensive Plan and Colorado Air and Space Port Subarea Plan

Dear Nick,

The Bennett Farms ownership recently received the Request for Comments for the Amendment to the Adams County Comprehensive Plan for the creation of the Colorado Air and Space Port Subarea Plan (CASP). On behalf of Bennett Farms, Vogel & Associates has reviewed the Public Review draft dated May 2021.

This review has included addressing issues related to land use, transportation and other planning considerations that were included in the draft. Based on review, the following comments and clarifications have been provided below.

Land Use

- Kiowa Creek Farms owns approximately 253 acres located in Section 30, Township 3 South. This section is located within the CASP and east of the space port. Access is provided via Colfax and Harback Road. An existing drainage bisects the parcel and is aligned north/south. The property is located outside of the CASP 1 and CASP 2 Restriction Area.

  The property is currently undeveloped and is has been utilized for agriculture. An existing farm is located on the east side of the property. This property is in the process of being annexed and zoned in the Town of Bennett. Given the location of the property, it is being proposed to be developed to include mixed use commercial, high density

residential and medium density residential. The natural drainage is to be designated open space.

- The CASP plan is proposing a land use classification that is referenced as Mixed-Use Industrial and Industry HUB. Both classifications permit primarily commercial and variations of industrial uses.

- The CASP subject area along with land located within the DIA environs is proposed to include primarily non-residential uses. These land uses are being proposed due to the noise contours associated with DIA and Space Port. The amount of proposed non-residential uses including industrial is expansive and unprecedented. It is estimated that will take several decades if to develop and absorb. There are several 1,000 acres of proposed non-residential land uses. Established employment centers such as the Denver Tech Center are small (approx. 450 acres) in comparison. It took over 50 years to develop the Tech Center with certain portions being rezoned to include residential uses.

  That said, parcels that are not located within the CASP Restriction Areas, should include land-use classifications that will allow for residential uses including single family. Providing areas for residential will be critical to ensure that commercial and industrial services are supported by a viable housing stock. Given the size of the CASP, a mix of uses including residential will provide for a balanced and healthy community. Bennett Farms would like to request that the Neighborhood Residential classification be designated for its property.

As a community stakeholder and property owner, we can be available to meet and discuss further the respective items outlined above. It is requested that the above items be addressed prior to adopting the plan.

Please review the attached and call with questions or comments.

Sincerely,

Vogel & Associates, LLC

Jeffrey Vogel, AICP

Principal

Request for Comments

Case Name: Colorado Air and Space Port Subarea Plan

Case Number: PLN2021-00005

May 13, 2021

Adams County Community and Economic Development Department is requesting comments on the following request:

Amendment to the Adams County Comprehensive Plan for the creation of the Colorado Air and Space Port Subarea Plan.

Applicant Information: Adams County Community and Economic Development
4430 S ADAMS COUNTY PKWY
BRIGHTON, CO 80601

Please visit the following website to view the Subarea Plan Draft: https://casp.konveio.com/draft-plan

Please forward any written comments on this application to the Department of Community and Economic Development at 4430 South Adams County Parkway, Suite W2000A Brighton, CO 80601-8216 by 06/02/2021 in order that your comments may be taken into consideration in the review of this case. Please send your response by way of e-mail to NEagleson@adcogov.org.

Thank you for your review of this case.

N. Eagleson

Nick Eagleson
Case Manager

Community & Economic
Development Department
www.adcogov.org

ADAMS COUNTY
COLORADO

4430 South Adams County Parkway
1st Floor, Suite W2000B
Brighton, CO 80601-8218
PHONE 720.523.6880
FAX 720.523.6967
EMAIL: epermitcenter@adcogov.org

Public Hearing Notification

Case Name:	Colorado Air and Space Port Subarea Plan
Case Number:	PLN2021-00005
Planning Commission Hearing Date:	06/24/2021 at 6:00 p.m.
Board of County Commissioners Hearing Date:	07/13/2021 at 9:30 a.m.

June 9, 2021
A public hearing has been set by the Adams County Planning Commission and the Board of County Commissioners to consider the following request:

Amendment to the Adams County Comprehensive Plan for the creation of the Colorado Air and Space Port Subarea Plan

This request is located within the following boundaries: I-70 to the south, 72nd Ave to the north, Hudson Road to the west, and Harback Road to the east

Applicant Information: Adams County Community and Economic Development

4430 S ADAMS COUNTY PKWY
BRIGHTON, CO 80601

Virtual Meeting and Public Comment Information:
Planning Commission public hearing will be held virtually. Board of County Commissioners public hearing will be held in the Hearing Room of the Adams County Government Center, 4430 South Adams County Parkway, Brighton, CO – 1st Floor and will be able to be accessed virtually. Please visit http://www.adcogov.org/planning-commission and http://www.adcogov.org/bocc for up-to-date information on accessing the public hearings and submitting comment prior to the hearings. The full text of the proposed request and additional colored maps can be obtained by accessing the Adams County Community and Economic Development Department website at www.adcogov.org/planning/currentcases.

For further information regarding this case, please contact the Department of Community and Economic Development, 4430 S Adams County Parkway, Brighton, CO 80601, 720-523-6800. This is also the location where maps and/or text certified by the Planning Commission may be viewed.

The full text of the proposed request and additional colored maps can be obtained by contacting this office or by accessing the Adams County web site at www.adcogov.org/planning/currentcases.
Thank you for your review of this case.

N. Eagleson

Nick Eagleson
Senior Strategic Planner

BOARD OF COUNTY COMMISSIONERS

Eva J. Henry — District 1
Charles "Chaz" Tedesco — District 2
Emma Pinter — District 3
Steve O'Dorisio — District 4
Lynn Baca — District 5

PUBLICATION REQUEST

Colorado Air and Space Port Subarea Plan

Case Number: **PLN2021-00005**

Planning Commission Hearing Date: **06/24/2021 at 6:00 p.m.**

Board of County Commissioners Hearing Date: **07/13/2021 at 9:30 a.m.**

Request: Amendment to the Adams County Comprehensive Plan for the creation of the Colorado Air and Space Port Subarea Plan

Location:

Parcel Number: **0181716100005, 0181716400031**

Case Manager: **Nick Eagleson**

Case Technician:

Applicant:

4430 S ADAMS COUNTY PKWY
BRIGHTON, CO 80601

Owner: **ADAMS COUNTY**
CO

Representative:

Legal Description: _____

_____

_____

_____

PUBLICATION REQUEST

Case Name: Colorado Air and Space Port Subarea Plan
Case Number: PLN2021-00005
Planning Commission Hearing Date: 6/24/2021 at 6:00 p.m.
Board of County Commissioners Hearing Date: 7/13/2021 at 9:30 a.m.
Case Manager: Nick Eagleson, neagleson@adcogov.org, (720) 523-6878
Request: Amendment to the Adams County Comprehensive Plan for the creation of the Colorado Air and Space Port Subarea Plan
Applicant: ADAMS COUNTY

Description of Area: The Subarea is bounded by I70 to the south, 72nd Avenue to the north, Hudson Road to the west, and Harback Road to the east.

Virtual Meeting and Public Comment Information:
Planning Commission public hearing will be held virtually. Board of County Commissioners public hearing will be held in the Hearing Room of the Adams County Government Center, 4430 South Adams County Parkway, Brighton, CO – 1st Floor and will be able to be accessed virtually. Please visit http://www.adcogov.org/planning-commission and http://www.adcogov.org/bocc for up-to-date information on accessing the public hearings and submitting comment prior to the hearings. The full text of the proposed request and additional colored maps can be obtained by accessing the Adams County Community and Economic Development Department website at www.adcogov.org/planning/currentcases.

Referral Listing
Case Number PLN2021-00005
Colorado Air and Space Port Subarea Plan

Agency	Contact Information
27J Schools	Kerrie Monti 1850 Egbert St Suite 140, Box 6 Brighton CO 80601 303-655-2984 kmonti@sd27j.net
Adams County Attorney	Christine Fitch 4430 S Adams County Pkwy Brighton CO 80601 720-523-6352 CFitch@adcogov.org
Adams County CEDD Administrative	Gina Maldonado 4430 S Adams County Pkwy Brighton CO 80601 720-523-6823 gmaldonado@adcogov.org
Adams County CEDD Building Safety	Justin Blair 4430 S Adams County Pkwy Brighton CO 80601 720-523-6825 JBlair@adcogov.org
Adams County CEDD Engineer	Devt. Services Engineering 4430 S Adams County Pkwy Brighton CO 80601 720-523-6800 Contact Person May Vary Depending on Case
Adams County CEDD Right-of-Way	David Dittmer 4430 S Adams County Pkwy. Brighton CO 80601 720-523-6837 ddittmer@adcogov.org
Adams County CSWB Code Compliance Officer	Kerry Gress 4430 S Adams County Pkwy Brighton CO 80601 720.523.6832 kgress@adcogov.org
Adams County CSWB Neighborhood Services Division	Gail Moon 4430 S Adams County Pkwy Brighton CO 80601 720-523-6856 gmoon@adcogov.org

Agency	Contact Information
Adams County POSCA Deputy Director	Marc Pedrucci 9755 Henderson Rd Brighton CO 80601 303-637-8014 mpedrucci@adcogov.org
Adams County POSCA Director	Byron Fanning 9755 Henderson Rd Brighton CO 80601 303-637-8000 bfanning@adcogov.org
Adams County POSCA Natural Resource Specialist	Aaron Clark 9755 Henderson Rd Brighton CO 80601 (303) 637-8005 aclark@adcogov.org
Adams County Sheriff	Rick Reigenborn 4430 S Adams County Pkwy Brighton CO 80601 (303) 654-1850 rreigenborn@adcogov.org
Adams County Sheriff	Community Connections 4430 S Adams County Pkwy Brighton CO 80601 303-655-3283 CommunityConnections@adcogov.org
Bennett Fire Protection District #7	Captain Caleb J Connor 355 4th St Bennett CO 80102 303-532-7733 303-644-3572 CalebConnor@BennettFireRescue.org
Bennett Fire Protection District #7	Chief Earl Cumley 355 4th St Bennett CO 80102 303-644-3572 earlcumley@bennettfirerescue.org
Bennett Parks & Recreation District	Leila Schaub 455 S 1st Street Bennett CO 80102-0379 303-644-5040 director@bennettrec.org
BENNETT SCHOOL DISTRICT 29J	Robin Purdy 615 7TH ST. BENNETT CO 80102 303-644-3234 Ext: 8203 robinp@bsd29j.com
Box Elder Water & Sanitation District	Barbara Vander Wall c/o Collins, Cockrel, & Cole P.C. 390 Union Boulevard, Suite 400 Lakewood CO 80228 303 770-2700

Agency	Contact Information
Century Link	Joseph Osbourne 303.518.3360 RCUs only: joseph.osborne@centurylink.com
Century Link	Network Real Estate Team 303.518.3360 VSPs ONLY: relocations@centurylink.com
Century Link	NRE Easement 303.518.3360 PLTs ONLY: nre.easement@centurylink.com
Century Link, Inc	Ken Miller 5325 Zuni St, Rm 728 Denver CO 80221 303.518.3360 RCUs ONLY: kenneth.r.miller@lumen.com
City of Aurora	Aja Tibbs 15151 E Alameda Pkwy 2nd Floor Aurora CO 80012 (303) 739-7227 303.739.7000 atibbs@auroragov.org
City of Aurora - Aurora Water	Marshall Brown 15151 E Alameda Pkwy #3600 Aurora CO 80012 303-739-7370 mbrown@ci.aurora.co.us
COMCAST	JOE LOWE 8490 N UMATILLA ST FEDERAL HEIGHTS CO 80260 303-603-5039
Intermountain Rural Electric Association (IREA)	Customer Contact 5496 N US Hwy 85 Sedalia CO 80135 303-688-3100 customercontact@irea.coop
Intermountain Rural Electric Association (IREA)	Brooks Kaufman PO Box Drawer A 5496 North US Hwy 85 Sedalia CO 80135 720.733.5493 bkaufman@irea.coop
METRO WASTEWATER RECLAMATION	CRAIG SIMMONDS 6450 YORK ST. DENVER CO 80229 303-286-3338 CSIMMONDS@MWRD.DST.CO.US

Agency	Contact Information
Public Service Company of Colorado (PSCo) dba Xcel Energy	Donna George 1123 W 3rd Ave DENVER CO 80223 303-571-3306 Donna.L.George@xcelenergy.com
Public Service Company of Colorado (PSCo) dba Xcel Energy	Donna George 1123 W 3rd Ave DENVER CO 80223 303-571-3306 Donna.L.George@xcelenergy.com
Public Service Company of Colorado (PSCo) dba Xcel Energy	- - 1123 W 3rd Ave Denver CO 80223 303.571.3306 bdrco@xcelenergy.com
Public Service Company of Colorado (PSCo) dba Xcel Energy	- - 1123 W 3rd Ave Denver CO 80223 303.571.3306 bdrco@xcelenergy.com
PVPOA / PRAIRIE VIEW HOMEOWNERS ASSOC.	DIANA HUTCHERSON P.O. BOX 96 WATKINS CO 80137 720 891-2192
Regional Transportation District (RTD)	Paul Von Fay 1560 Broadway Suite 700 Denver CO 80202 303-299-2317 engineering@rtd-denver.com
Rocky Mountain Rail Park Metropolitan District	Brian Fallin Rail Land Company LLC 4601 DTC Blvd Ste 120 Denver CO 80237 303-872-3451 bfallin@rockymountainindustrials.com
TRANSPORT METROPOLITAN DISTRICT NO. 1	GARY R WHITE c/o White Bear & Ankele 1805 SHEA CENTER DR, SUITE 100 HIGHLANDS RANCH CO 80129 303 858-1800
UNION PACIFIC RAILROAD	Anna Dancer 1400 DOUGLAS ST STOP 1690 OMAHA NE 68179 402-544-2255 aldancer@up.com

1800 WATKINS ROAD LLC
7268 S TUCSON WAY
CENTENNIAL CO 80112-3920

1950 DENVER AVE LLC
1950 CHAMBERS RD
AURORA CO 80011-4621

2552 GENTRY PL LLC
26822 RICHARDS CIR
ELIZABETH CO 80107-6206

2661 ECLIPSE WATKINS LLC
C/O ELIZABETH C MILLER
13103 E FLORIDA PL
AURORA CO 80012-5313

ABRAMS FARM LLC
700 17TH ST STE 650
DENVER CO 80202-3545

ADAMS COUNTY
4430 S ADAMS COUNTY PKWY
BRIGHTON CO 80601-8222

ADAMS COUNTY
4430 SOUTH ADAMS COUNTY PKWY
BRIGHTON CO 80601-8204

ADERHOLT FRANK M AND
ADERHOLT MARY Q
PO BOX 535
WATKINS CO 80137-0535

AERIAL SURVEYS INTERNATIONAL LLC
ATTN MARK SCHUBERT
PO BOX 130
WATKINS CO 80137

AIR SPRAYERS INC
PO BOX 12
TWO BUTTES CO 81084-0012

ALBI JOSEPH R AND
ALBI SHAROLYNN D
8631 E. YALE AVE., UNIT F
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31606 BROADMOOR DR
EVERGREEN CO 80439

AMBRO AND SON LLP
2000 AMES DR
BURNSVILLE MN 55306-5096

AMERICAN STORAGE CENTERS INC
C/O CORNELIA M WHITE
345 HOWELL AVE
BRUSH CO 80723-1731

ARDIZZONE II JOSEPH WILLIAM
32511 E COLFAX AVE
WATKINS CO 80137-8703

ASTRA REALTY LLC
C/O MICHAEL J WILLIAMS
6571 TREMOLITE DR
CASTLE ROCK CO 80108-7534

BARANWAY JOHN B
35500 E COLFAX AVE APT H-1
WATKINS CO 80137-9008

BARBO WALTER
12579 E CEDAR AVE
AURORA CO 80012

BARLOW SHANE
7580 SCHUMAKER ROAD
BENNETT CO 80102

BARNAWAY JOHN B
35500 E COLFAX AVE APT H-1
WATKINS CO 80137-9012

BEA HANGARS LLC
13465 W 7TH DR
LAKEWOOD CO 80401-4611

BECKER BRENTON R
5400 N SCHUMAKER RD
BENNETT CO 80102-9103

BECKER DUANE L TRUST AND
BECKER CHERYL A TRUST
44890 E 64TH AVE
BENNETT CO 80102-9164

BEJARANO RICHARD AND
BEJARANO HORACIO
18200 E 136TH AVENUE
BRIGHTON CO 80603

BENNETT CLAUDE
8730 WESTMINSTER TERRACE # 3410
DALLAS TX 75243-4212

BENNETT FIRE PROTECTION
DISTRICT NO 7
825 SHARI S COURT
BENNETT CO 80102-7804

BENSAM SCHUMAKER LLC
7459 S DEPEW ST
LITTLETON CO 80128-7009

BERE LLC
80 INVERNESS DR E
ENGLEWOOD CO 80112-5142

BLACK ANDREW J AND
LEW-BLACK KAREN J
16516 LAS BRISAS DR
BROOMFIELD CO 80023-8071

BLACKMON DAVID G
40392 E ARIZONA AVE
BENNETT CO 80102-8434

BLUE SKIES AVIATION LLC
C/O ROBERT EHLINGER
78 KAILA PL
KIHEI HI 96753-6517

BONN GEORGE J AND
BONN VELMA
1130 S 97TH STREET
MESA AZ 85208-3116

BRISTOL BAY CAPITAL LLC
37451 BEECHCRAFT WAY APT 1
WATKINS CO 80137-7134

BRONCO PIPELINE COMPANY
C/O CONOCOPHILLIPS COMPANY PROPERTY TAX DEPT
MIDLAND TX 79705-5421

BROOKHAVEN PROPERTIES 1 LLC
9247 N 63RD ST
LONGMONT CO 80503-9055

BROOKHAVEN PROPERTIES 1W LLC
7575 E 29TH PL APT 4029
DENVER CO 80238-4076

BROOKHAVEN PROPERTIES INC
7575 E 29TH PL UNIT 4029
DENVER CO 80238-4076

BROOKLYN LLC
5441 GOLDEN CURRANT WAY
PARKER CO 80134-2708

BROWN CLIFTON H AND
BROWN DONNA A
9586 W VICTORIA DR
LITTLETON CO 80128-7301

BUFFALO AVIATORS LLC
8541 IOWA PL
DENVER CO 80231-2741

BURLACE THOMAS JOSEPH AND
BURLACE DEBORAH ANN
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AURORA CO 80013

CABRAL DENNIS R AND
CABRAL JESSICA
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WATKINS CO 80137

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CARLSON MARY F
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FRANKTOWN CO 80116

CASILLAS JESUS AND
CASILLAS TERESA
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WATKINS CO 80137-8700

CAVENDER JAMES S AND
CAVENDER KAREN S
PO BOX 262
WATKINS CO 80137

CHANG IRVING
22479 E FAIR PL
AURORA CO 80015

CHANG IRVING
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CHELSEA INVESTMENTS LLC
5700 S QUEBEC ST STE 102
GREENWOOD VILLAGE CO 80111-2009

CHESTER STEVEN GEORGE
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CISSELL VINCENT J
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CITY AND COUNTY OF DENVER
ATTN REAL ESTATE DEPT
8500 PENA BLVD
DENVER CO 80249-6340

CITY OF AURORA
15151 E ALAMEDA PARKWAY 5TH FLOOR
AURORA CO 80012

CITY OF AURORA
15151 E ALAMEDA PKWY 3RD FLOOR
AURORA CO 80012

CLEM WILLIAM B III
PO BOX 330
WATKINS CO 80137-0330

CO LAND ACQUISITIONS LLC
1724 N GILPIN ST
DENVER CO 80218-1206

COLABELLO TERRI SUSAN AND
COLABELLO DAVID A
532 TOLEDO ST
AURORA CO 80011

COLORADO AIRCRAFT HANGARS LLC
C/O BILLY J WATKINS
16300 YOSEMITE STREET
BRIGHTON CO 80602

COLORADO HANGARS LLC
13000 E CONTROL TOWER RD
ENGLEWOOD CO 80112-4156

COLORADO SHARED SOLAR I LLC
211 CARNEGIE CTR
PRINCETON NJ 08540-6213

CONOCOPHILLIPS COMPANY
C/O CONOCOPHILLIPS COMPANY PROPERTY TAX DEPT
MIDLAND TX 79705

COPELAND HOLDING LLC
6397 W PRENTICE AVE
LITTLETON CO 80123-5195

CORDER CASPER I AND
CORDER MARTHA F
1980 CLAY ST
WATKINS CO 80137

CORDER CASPER L AND
CORDER MARTHA F
1980 CLAY ST
WATKINS CO 80137-6817

CORDER CASPER L AND
CORDER MARTHA F
1980 CLAY ST
WATKINS CO 80137

COSTNER BRENDA L AND PETER J
12511 LEYTON COURT
TOMBALL TX 77377

COUNTRY MANOR PROPERTIES LLC
4846 S JOPLIN ST
AURORA CO 80015-1715

CRISMAN E KENT
41775 E 48TH AVE
BENNETT CO 80102

CRONK GEORGE F AND
CRONK MARILYN J
43905 E 64TH AVE
BENNETT CO 80102-9104

CROSS COUNTRY PIPELINE SUPPLY
2420 URAVAN ST
AURORA CO 80011

CUYUN ANGIE ROSARIO
1981 CLAY ST
WATKINS CO 80137-6817

D&G AVIATION LLC
C/O JASON GILLIS
DENVER CO 80216-1907

DANHAUER PATRICIA ELAINE FAMILY TRUST
2812 COUNTRYSIDE TRL
KELLER TX 76248-8308

DANKO DANNI R AND DANKO L R UND 2/3 INT
AND CERVI MIKE UND 1/3 INT
2671 SOUTH KEARNEY ST
DENVER CO 80222

DAVIS HAROLD K AND
DAVIS SHARON A
135 ANDERSON ST
WATKINS CO 80137

DENVER ROCK ISLAND RAILROAD
3400 E 56TH AVE
COMMERCE CITY CO 80022-3620

DENVER ROCK ISLAND RAILROAD
ATTN FORREST MARS
3400 E 56TH AVE
COMMERCE CITY CO 80022-3620

DIEHL AND ASSOCIATES LLC
346 BEREA 4
JEFFERSON TX 75657-6524

DILLOW ERIC AND DILLOW STACY
13725 W AUBURN AVE
LAKEWOOD CO 80228

DJ SOUTH INFIELD GATHERING LLC
1600 BROADWAY STE 2400
DENVER CO 80202-4921

DODD ARHTUR E AND
DODD WILMA B
3316 KLONDIKE PLACE
CASTLE ROCK CO 80108

DOUGLASS DONALD R AND
DOUGLASS LINDA K
6870 FOX CREEK TRL
FRANKTOWN CO 80116-9670

DRAKE ACRES LLC UND 50% INT /CUNNINGHAM
CONNER ELIZABETH REVOC TRUST 50% INT
PO BOX 17443
GOLDEN CO 80402-6024

DUNNING DAN C
2555 PIGGOTT ROAD
STRASBURG CO 80136

DYE DAVID O AND DYE CHERYL A
4101 IMBODEN MILE RD/BOX 36
WATKINS CO 80137-0036

E 43 COMPLEX WINDCHASER CONDOMINIUM
ASSOCIATION INC
2105 ROBB ST
LAKEWOOD CO 80215-1252

E AND E INVESTMENTS INC
C/O DAVID ENGBRECHT
34450 E 25TH AVE
WATKINS CO 80137-7135

EAGLE HANGAR I CONDO ASSOCIATION
C/O PHILLIP RUTHERFORD
649 MONROE ST
DENVER CO 80206

EAMES DAVID W
2373 HASKELL WAY
WATKINS CO 80137-7139

EARL AND MARY CRISMAN LLC
41635 E 48TH AVE
BENNETT CO 80102-9100

EL CHUCHO LLC
C/O STAN PETERS
5926 S JASMINE STREET
ENGLEWOOD CO 80111

ELDRIDGE CLEBERNE D
1595 S TENNYSON ST
DENVER CO 80219-4431

ELEVATION MIDSTREAM LLC
370 17TH ST STE 5300
DENVER CO 80202-5653

ELLIOTT JAMES C AND
ELLIOTT DIANA L
12974 N TOMAHAWK ROAD
PARKER CO 80138

ELRICK DONALD G AND
ELRICK JANICE D
1935 ANDERSON ST
WATKINS CO 80137-6818

END-IRA INC FBO RODNEY W LUECK IRA
PO BOX 749
MORRISON CO 80465-0749

ESPINAL AUSENCIA NAVA
3007 CIMARRON ST
AURORA CO 80011-2225

ESTRADA GUSTAVO/BONILLA DE ESTRADA
MARIA D/ESTRADA CESAR
31795 E 2ND CT
WATKINS CO 80137-6821

EXPLORCO LLC
C/O STEVEN R DAVIS AND AMELIA Y DAVIS
4058 HISTEAD WAY
EVERGREEN CO 80439-8433

FAULKISON BRIAN
3755 S LOOKOUT HILL ST
WATKINS CO 80137-7108

FEDOROWICZ WALTER AND
FEDOROWICZ SUE E
16259 E NASSAU DR
AURORA CO 80013-2725

FIELDHAND AVIATION LLC
SPAUR CHUCK
3911 S ELKHART ST
AURORA CO 80014-4112

FISCHER DALE
12510 E ILIFF AVE SUITE 300
AURORA CO 80014

FISHER FLOYD R SR TRUSTEE OF THE
FISHER FLOYD SR REVOCABLE TRUST THE
PO BOX 815
HIGLEY AZ 85236-0815

FLOYD KATHLEEN R
4511 ABILENE ST
DENVER CO 80239-4973

FRONT RANGE 1-70 CAPITAL ASSETS LLC
C/O JEFFREY SMITH
500 106TH AVE NE UNIT 3815
BELLEVUE WA 98004-8694

FRONT RANGE AIRPORT EXECUTIVE
HANGAR NO 1 CONDO ASSOC INC
PO BOX 74
WATKINS CO 80137-0074

FRONT RANGE CO LLC
16130 VENTURA BLVD #510
ENCINO CA 91436-2538

FRONT RANGE CO LLC
16130 VENTURA BLVD #510
ENCINO CA 91436-2538

FRONT RANGE HANGAR 19 CONDOMINIUM
ASSOCIATION ATTN SONNY J HIGNITE
1910 BALTIMORE DR
ALLEN TX 75002-2624

FRONT RANGE HANGER 8 LLC
1268 NORTHRIDGE CT
GOLDEN CO 80401-8562

FRONT RANGE PIPELINE LLC
C/O LAND DEPT
HOUSTON TX 77210-4324

FRONT RANGE RV STORAGE LLC
6159 S KINCAID ST
BENNETT CO 80102-8304

FTG1 HANGER CONDOMINIUM ASSOCIATION
C/O JERRY L BALLARD
PO BOX 2548
EVERGREEN CO 80437-2548

GALLEGOS DANIEL J
PO BOX 1366
CHEYENNE WY 82003-1366

GALLEGOS DANIEL J AND
GALLEGOS MARCIA J
PO BOX 1366
CHEYENNE WY 82003-1366

GARCIA ALEJANDRO
3295 IMBODEN RD
WATKINS CO 80137-8901

GATES JAY C UND 1/2 INT AND HOLLENDORFER
FREDERICK C/KONECNY DONA M UND 1/2 INT
500 YOSEMITE WAY
DENVER CO 80230-6540

GCSA LLC
PO BOX 5
WATKINS CO 80137-0005

GIDLEY GARRETT SETH AND
GIDLEY ASHLEY HILLARY
50 ASPEN VLG
ASPEN CO 81611-9652

GILLESPIE WILLIAM M
PO BOX 292
BENNETT CO 80102-0292

GILMAN ERNEST BRUCE
PO BOX 8
WESTON CO 81091-0008

GMJ FAMILY TRUST
7025 S ANDES CIR
CENTENNIAL CO 80016

GOMEZ JESUS M
16747 E 97TH PL
COMMERCE CITY CO 80022-7130

GUSTTE PHILIP O AND
GUSTTE TIFFANY A
8511 THUNDERBIRD RD
PARKER CO 80134-5724

GUTIERREZ GUSTAVO MORENO
PO BOX 423
WATKINS CO 80137-0423

HAGAN JON ERIC AND
ONSTOTT-HAGEN MARCELINE LYNN
PO BOX 273
WATKINS CO 80137-0273

HANGAR SPACE LLC
C/O PEGGY LONG
PO BOX 65
BLACK HAWK CO 80422-0065

HAUET WILLIAM A AND
HAUET VALERIE A
41420 HIWAY 36
BENNETT CO 80102

HAWKEYE RIGHT NOW LLC
77 CERVANTES ROAD
REDWOOD CITY CA 94062

HAWTHORNE FAMILY LIMITED
PARTNERSHIP LTD
2126 CO RD S
WIGGINS CO 80654-9010

HAYES DAVID M
PO BOX 270042
LITTLETON CO 80127

HB1 LLC
12342 MEADOWLARK LN
BROOMFIELD CO 80021-4199

HB2 LLC
12342 MEADOWLARK LN
BROOMFIELD CO 80021-4199

HEGG MARK
4001 NEVIS ST
BOULDER CO 80301

HEIN DUSTON
12991 N SIERRA CIR
PARKER CO 80138-8731

HICKEY CHARLES E
7076 BOREAS ROAD
LARKSPUR CO 80118

HIGNITE SONNY J
1910 BALTIMORE DR
ALLEN TX 75002-2624

HILLSIDE COUNTRY HOMES INC
595 PALMER AVE
BENNETT CO 80102

HOFFMANN GREGORY LEE
7428 S OGDEN WAY
CENTENNIAL CO 80122-1473

HOOKER WILLIAM M TRUSTEE
OF HOOKER FAMILY TRUST
PO BOX 3856
SAN LUIS CA 93403-3856

HOWELL NICHOLAS A
4001 S CHERRY ST
ENGLEWOOD CO 80113-5082

HOWELL NICK AND MITCHELL MATT AND
COLVIN CLU
1550 S DE GAULLE CIR
AURORA CO 80018-6025

HUGHBANKS JAMES B
PO BOX 646
EVERGREEN CO 80437

HYATT JOHN H
4825 BEL AIR BLVD
WICHITA FALLS TX 76310-1480

IBOA-MONTES MARIA GUADALUPE
1085 W 1ST AVE UNIT M
JUNCTION CITY OR 97448-1029

INMAN BROCK
INMAN ASHLEY
7550 MANILLA RD
BENNETT CO 80102

IRWIN ANDREW J
6044 S MEADOWLARK PLACE
CASTLE ROCK CO 80104

IRWIN ANDREW J
6044 S MEADOWLARK PL
CASTLE ROCK CO 80109

IVANY HUGH SCOTT AND
IVANY KARI L
3736 RICHARD EVELYN BYRD ST APT A
ANCHORAGE AK 99517-2347

JAZUN CARLOS WALTER
5811 CANTRELL CT
PARKER CO 80134-5801

JENSEN ART AND
JENSEN GAIL
13632 SHILOH DR
CONIFER CO 80433-5134

JENSEN TERRYL KAYNE TRUST 50% INT AND
JENSEN VICKI D LIVING TRUST THE 50% INT
1565 GENESEE RIDGE RD
GOLDEN CO 80401-8000

JOBES ROY A
623 E 111TH PLACE
NORTHGLENN CO 80233

JOHNSON JAMES
7399 CALHOUN
BYERS CO 80103

JOHNSON MARK M AND
JOHNSON SHARON S
PO BOX 141
WATKINS CO 80137-0141

JONES JAMES
8643 W 64TH WAY
ARVADA CO 80004-3219

JONES JOYCE A
10448 REMMICK RIDGE ROAD
PARKER CO 80134

KAMERRA LLC
1250 S BUCKLEY RD UNIT I-246
AURORA CO 80017-4150

KASTENHOLZ DAGMAR
9151 SUGARSTONE CIR
HIGHLANDS RANCH CO 80130-4420

KELLEY TRUCKING INC
6201 MC INTYRE ST
GOLDEN CO 80403

KIOWA CEEK PRESERVE HOLDING LLC
PO BOX 25
WINTER PARK CO 80482-0025

KLAUSNER ERMA M
41070 US HWY 36
BENNETT CO 80102

KLV INVESTMENTS LLC
4495 W LINDBERGH WAY
CHANDLER AZ 85226-4731

KOOKEN THOMAS AND
WOTOVITCH MICHAEL ERIK
783 S YOUNGFIELD CT
LAKEWOOD CO 80228-2812

KOONTZ DENNIS E AND
KOONTZ CELESTE N
2552 E TERRARIDGE DRIVE
HIGHLANDS RANCH CO 80126

L AND S CAPITAL LTD
800 US HIGHWAY 36
BYERS CO 80103-9700

L SQUARED PROPERTIES LLC
6825 E HAMPTON AVE SUITE 200
DENVER CO 80224

LANGE JOHN P AND
LANGE VIVIAN J
182 S ROSEMARY ST
DENVER CO 80230-6966

LARATO URSULA ELEANOR
96 LOOKOUT MOUNTAIN RD
GOLDEN CO 80401-9517

LARSON LANNY J AND LARSON DEBORAH L TRUSTEES
OF THE
LARSON REVOCABLE TRUST
15 RAINBOW VALLEY RD
PLACITAS NM 87043-8800

LAZY K BAR C LLC
41775 E 48TH AVE
BENNETT CO 80102-9100

LEE BRIAN AND LEE SAMANTHA AND
POCH ARTHUR L
1932 S OAKLAND ST
AURORA CO 80014-1129

LEMON RICHARD A
2519 MIDDLETON BEACH RD
MIDDLETON WI 53562-2912

LIFSEY WALT
800 YORK ST
DENVER CO 80206-3750

LISCO CARROLL J REVOCABLE TRUST OF THE
430 TANK FARM RD
DOUGLAS WY 82633-9269

LONG MARK D
4959 BAYOU HILLS RD
PARKER CO 80134-5156

LOPEZ ANTONIO ALBERTO AND
LOPEZ ALBERTO ANTONIO
18961 E KENT CIR
AURORA CO 80013-3635

LOPEZ MARY ANN AND
CRISMAN E KENT
41635 E 48TH AVE
BENNETT CO 80102

LOWELL BRET I
19520 E DICKENSON PL
AURORA CO 80013

LUBERSKI PROPERTIES LLC
310 N HARBOR BLVD STE 205
FULLERTON CA 92832-1954

LUECK RODNEY W AND
LUECK LISA E
PO BOX 749
MORRISON CO 80465-0749

LUNA APALEMON
142 S IRVING ST
DENVER CO 80219-2036

LUNA MAURA AND
HERRERA DAVID
3500 KALISPELL ST
AURORA CO 80011-1500

LUNA-BANUELOS APALMON AND
LUNA ESTHER
142 S IRVING ST
DENVER CO 80219-2036

MAES ROBERT E JR AND
MAES LINDA
PO BOX 85
WATKINS CO 80137-0085

MARKS JAMES
5790 TRUCKEE ST
CENTENNIAL CO 80015-3094

MAYNE KARLA S
7350 MANILLA RD
BENNETT CO 80102

MC CLAIN BETTY S AND
MC CLAIN NEIL L
3375 SOUTH ASH STREET
DENVER CO 80222-7254

MC DEAL INVESTMENTS LLLP
8521 E ILIFF DR
DENVER CO 80231

MC GOVERN THOMAS F
2285 BEACHAM DRIVE
CASTLE ROCK CO 80104

MC INTOSH THOMAS E AND
MC INTOSH PEGGY S
2500 FAIRPLAY WAY
AURORA CO 80011-2999

MC MILLAN R SCOTT
31097 BIG BEAR DR
EVERGREEN CO 80439-9679

MCGRATH JOHN J AND
MCGRATH JULIE K
5265 S YOUNGFIELD CT
LITTLETON CO 80127-1502

MEHEEN ENGINEERING CORPORATION PROFIT
SHARING PLAN TRUST
475 HILLSIDE DR
SILVERTHORNE CO 80498-9562

MENDOZA AGUIRRE JUAN GABRIEL
9631 LARK ST
FEDERAL HEIGHTS CO 80260-5740

METHVEN MARIANNE
3405 PECAN PARK DR
FLOWER MOUND TX 75022

MICHAEL JEFFREY B AND
WOODS ERIK K
36488 COUNTY ROAD 13
ELIZABETH CO 80107-8202

MIKE AND JIM KRUSE PARTNERSHIP
72 CASCADE AVE
ALAMOSA CO 81101-2626

MILLER JASON A AND LINDA S
7590 SCHUMAKER ROAD
BENNETT CO 80102

MINIS ADON CORPORATION
C/O ROBERT D SELIM
4904 KINGSTON DRIVE
ANNANDALE VA 22003-6149

MK LLLP
1600 N HUDSON RD
WATKINS CO 80137-6800

MOENCH RONALD F AND
MOENCH KELLY M
32555 FRONT ST N
WATKINS CO 80137-6711

MOGENSEN REBECCA SUEZANNE
515 W LINCOLN AVE
BENNETT CO 80102-7898

MOLBERG LEONARD W AND
MOLBERG JUDITH A
13184 ROBINS DR
DENVER CO 80239-3720

MONAGHAN FARMS INC
DELINE THOMAS
7950 E PRENTICE AVE STE 101
GREENWOOD VILLAGE CO 80111-2723

MORALES-ALEJANDRO HERIBERTO UND 62.5 % AND
AYALA ROBERT AKA AYALA-ROSADO ROBERTO UND 37
.5%
1143 LEWISTON ST
AURORA CO 80011-7415

MORELOCK KENNETH M AND
MORELOCK E RAYNETTE
41140 HIWAY 36
BENNETT CO 80102

MORTENSON AVIATION LLC
5286 COLINA PL
PARKER CO 80134-5632

MOSHER STEVEN AND
MOSHER CHRISTINE
9595 PECOS STREET SPACE 597
DENVER CO 80221

MP AVIATION INVESTMENTS LLC
ATTN JAY R MELVEY
3155 CHAMBERS RD UNIT A
AURORA CO 80011-1320

MPG MADEAN TRUCKING LLC
10700 WIREWAY DR
DALLAS TX 75220-2311

MUNDELL JOHN SAMUEL
9910 MANILLA RD
BENNETT CO 80102-9582

MUTZIG STEVEN M
PO BOX 520
WATKINS CO 80137

MY HANGAR LLC
155 STEELE ST
DENVER CO 80206-5282

NAIMAN HAROLD E
703 DOWNING STREET
DENVER CO 80218

NELSON AERO SERVICE LLC
13860 E HAMPDEN PL
AURORA CO 80014-4137

NELSON AERO SERVICE LLC
13860 E HAMPDEN PLACE
AURORA CO 80014

NELSON DON
13860 E HAMPDEN PL
AURORA CO 80014-4137

NGUYEN DUC AND DO HOI
870 CULBERTSON AVE
MYRTLE BEACH SC 29577-1212

NICHOLS JULIETTE
C/O TRUST DIVISION UNITED
PO BOX 1059
CLARKSDALE MS 38614-1059

NOBO INC
1265 YELLOW PINE AVE
BOULDER CO 80304-2264

NORLOFF RICHARD W
12342 MEADOWLARK LN
BROOMFIELD CO 80021-4199

O MALLEY SUZANNE LOUISE
11586 EAST STALLION DRIVE
PARKER CO 80138

O NEILL CATHY
45700 US HIGHWAY 36
BENNETT CO 80102-8629

O NEILL PHILIP AND
O NEILL CATHY
PO BOX 486
WATKINS CO 80137-0486

OLYMPIC NW AVIATION LLC
1401 WEWATTA ST UNIT 607
DENVER CO 80202-1346

ON-AIR FAMILY LLC
1776 E TUFTS AVENUE
ENGLEWOOD CO 80113

OTT LAWRENCE P AND
OTT THERESA L
18999 MITCHELL PL
DENVER CO 80249-7158

PADILLA VICTOR R AND
PADILLA ILANA C
31800 2ND CT
WATKINS CO 80137

PARK JE KYUNG
1557 PEORIA ST
AURORA CO 80010-2829

PARK JOONG HO AND
PARK KYO OK
5415 S HANNIBAL COURT
CENTENNIAL CO 80015

PEGASUS AVIATION LLC
ZILIK GARY P
13342 S OMAHA ST
PINE CO 80470-9519

PENNEY JOHN C AND
PENNEY STEPHANIE A
30141 STOWE CT
EVERGREEN CO 80439-9421

PERARO THOMAS A
2524 S DAWSON WAY
AURORA CO 80014-2414

PERARO THOMAS A
2524 S DAWSON WAY
AURORA CO 80014

PESTINGER DALLAS A ET AL
3653 MORRISON LN
JOHNSTOWN CO 80534-9447

PILAND LOWELL
43651 E 38TH AVE
BENNETT CO 80102-8846

PILAND LOWELL D AND
PILAND SARA A
43651 E 38TH AVE
BENNETT CO 80102-8846

PILAND VIRGIL
6311 SCHUMAKER RD
BENNETT CO 80102-9150

PINEDO MARCELINO AND
PINEDO BELINDA
41220 E HIGHWAY 36
BENNETT CO 80102

POWELL PROFESSIONAL PARTNERSHIP
2759 CASTLE CREST DRIVE
CASTLE ROCK CO 80104

PRAIRIE VIEW PROPERTY
OWNERS ASSOCIATION
PO BOX 96
WATKINS CO 80137-0096

PRENTICE WILLIAM S
15461 FAIRWAY DR
COMMERCE CITY CO 80022-5221

PRICE THOMAS R J ET ALS
770 IOWA AVE
STRATTON CO 80836-1327

PROPERTY RESERVE INC
C/O LDS TAX DIVISION
PO BOX 511196
SALT LAKE CITY UT 84151-1196

PROSPER FARMS INVESTMENTS LLC
5641 BROADWAY
DENVER CO 80216-1021

PUBLIC SERVICE CO OF COLORADO
C/O PROPERTY AND LOCAL TAXES
PO BOX 1979
DENVER CO 80201-1979

QUALLS AND PALMER LLC
6288 STATION MILL DR
PEACHTREE CORNERS GA 30092-1890

RAIL LAND COMPANY LLC
4601 DTC BLVD STE 120
DENVER CO 80237-2575

RANCHO COACHELLA PROPERTIES LP
1570 LINDA VISTA DR
SAN MARCOS CA 92078-3808

RANDALL INVESTMENTS
9888 WHISTLING ELK DRIVE
LITTLETON CO 80127

REAMEY JAMES R JR AND
REAMEY SENIA N
188 N BUCHANAN CT
AURORA CO 80018-1545

RED OAKS FARM INC
3092 S GRAY ST
DENVER CO 80227-3817

REMINGTON S A
40940 HIWAY 36
BENNETT CO 80102

REVOCABLE TRUST OF CARROLL J LISCO THE
430 TANK FARM ROAD
DOUGLAS WY 82633

RH CHUAPOCO INVESTMENTS LLC
PO BOX 460850
AURORA CO 80046-0850

RHOADS MITCHEL E
4755 W 30 N
ANGOLA IN 46703-8725

RICHMAN MARCIA A REVOCABLE TRUST ET AL
3040 KOEPKE RD
NORTHBROOK IL 60062-5820

RMI AVIATION INC
4655 COLORADO BLVD
DENVER CO 80216-3217

RUEDY JASON
3255 S BIRCH ST
DENVER CO 80222-7208

RUEHLE JANE L AND
RUEHLE WALTER J
14000 E PROGRESS WAY
AURORA CO 80015-1116

SALAS JUAN M AND
TELLEZ JAILENE
1950 GILMORE ST
WATKINS CO 80137-6811

SAYLER PEARL L UND 1/2 INT AND
SAYLER BRIAN DEAN UND 1/2 INT
3685 SOUTH KITTREDGE NO. A
AURORA CO 80013

SCHAT DENNIS
1950 DENVER RD
WATKINS CO 80137

SCHUBERT MARK J AND
MACKE RONALD J
PO BOX 130
WATKINS CO 80137-0130

SENN DAVID M
SENN DONNA M
7138 S ULSTER ST
CENTENNIAL CO 80112-1847

SENN DAVID M AS TRUSTEE OF THE
SENN DAVID M REVOCABLE TRUST
7138 S ULSTER ST
CENTENNIAL CO 80112-1847

SHANNON ANN C TRUST AND
CARLSON DEAN W AND CARLSON CURTIS W
4531 REED ST
WHEAT RIDGE CO 80033-3521

SIEGMAN DAVID W
2495 SCHUMAKER ROAD
BENNETT CO 80102

SIEGMAN THOMAS AND PATRICIA TRUST
PO BOX 234 /475 3RD ST
BENNETT CO 80102

SNEED ROBERT E
330 JASMINE STREET
DENVER CO 80220

SNIDER JOY MARIE TRUSTEE OF THE JOY
MARIE SNIDER TRUST ET AL
1246 SHELDON DRIVE
BRENTWOOD CA 94513

ST JOHN THE BAPTIST SERBIAN
ORTHODOX CHURCH
9305 W CEDAR AVE
LAKEWOOD CO 80226-1045

STATE OF COLORADO DEPARTMENT OF
MILITARY AFFAIRS
6848 S REVERE PKWY
ENGLEWOOD CO 80112-6709

STATHOPULOS ATHANASEA CONSTAN
4014 S NIAGARA WAY
DENVER CO 80237

STEWY LLC
C/O JAMES WARD
AURORA CO 80044-1248

STOKER KENT E AND
STOKER BRENT A
41340 E HIWAY 36
BENNETT CO 80102

SUN DEVELOPMENT LP
C/O PETROLEUM WHLSALE /JENNIFER ARNOLD
PO BOX 4456
HOUSTON TX 77210

SUNDINE ALBERT REED AND
SUNDINE CAROLE DIANNE
15928 QUARRY HILL DR
PARKER CO 80134

SUNGWOO INC
32691 E COLFAX AVE
WATKINS CO 80137-8727

SZABO ZOLTAN AND
SZABO EVA
5100 SCHUMAKER RD
BENNETT CO 80102-9148

T-83 COMPLEX WINDCHASER CONDOMINIUM
9961 CHAMBERS DR
COMMERCE CITY CO 80022-9328

TAYLOR DAVID R
9351 ROADRUNNER ST
HIGHLANDS RANCH CO 80129-6408

TEAGUE ELSBETH L TRUST
14050 E LINEVALE PL NO. 404
AURORA CO 80014

THE JAMES AND ELAINE TAPP FAMILY TRUST
2797 S LISBON WAY
AURORA CO 80013-9054

THE LEWIS FAMILY TRUST
24313 N FM 219
STEPHENVILLE TX 76401-9161

THOMPSON ROBERT M AND
THOMPSON JILL M
10686 E DORADO PLACE
ENGLEWOOD CO 80111

THOMPSON ROBERT M AND
THOMPSON JILL M
8547 E ARAPAHOE ROAD NO. J-424
GREENWOOD VILLAGE CO 80112

TOVAR EQUIPMENT SOLUTIONS INC
123 N BILOXI WAY
AURORA CO 80018-1544

TRICON INDUSTRIES INC
6195 S FUNDY WAY
AURORA CO 80016-3861

TRUONG TONY
948 SE 9TH AVE
POMPANO BEACH FL 33060-9508

TRUPP LAND MANAGEMENT LLC
45815 E 56TH AVE
BENNETT CO 80102-9107

TRUPP RANDALL JOHN
45815 E 56TH AVE
BENNETT CO 80102-9107

TRUPP REAL ESTATE IV LLLP
45815 E 56TH AVE
BENNETT CO 80102-9107

VAN DYK GERRIT A/DOROTHY M AS TRUSTEES
VANDYK GERRIT A/DOROTHY M JT REVOC TRUST
920 ANTELOPE DR W
BENNETT CO 80102-8676

VANCE GARY M AND
VANCE DEBRA L
2545 HASKELL PL
WATKINS CO 80137-7138

VANDOORN DAVID D AND
VANDOORN SANDRA
41540 US HWY 36
BENNETT CO 80102-7858

VAUGHN KAREN J AND
VAUGHN MICHAEL L
12575 TUCSON ST
HENDERSON CO 80640-9447

VES LLC
7036 NEWCOMBE ST
ARVADA CO 80004

VW AIRCRAFT HANGAR LLC
C/O ROBERT E VENOHR
4037 S SABLE CIR
AURORA CO 80014-5177

WALTERS ANTHONY L AND
WATLERS KELLY P
41280 E HIWAY 36
BENNETT CO 80102

WARNER LILLIAN M
50700 E 38TH AVE
BENNETT CO 80102-8913

WATKINS DEVELOPMENT ASSOCIATES LLC
1207 ASCOT AVE
LITTLETON CO 80126-3057

WATKINS ELEVATOR INC
PO BOX 72
WATKINS CO 80137

WATKINS HOSPITALITY LLC
10 E 120TH AVE
NORTHGLENN CO 80233-1002

WATKINS INVESTMENT GROUP LTD
C/O RANDY AND KAREN TOLER
12295 W 34TH PL
WHEAT RIDGE CO 80033-5248

WATKINS STORAGE COMPANY LLC
1565 GENESEE RIDGE RD
GOLDEN CO 80401-8000

WEBSTER RON
PO BOX 7
WATKINS CO 80137-0007

WEBSTER RONALD C SR REV TRUST 50%
WEBSTER RONALD C JR/JUDY C 50% INT
2105 ROBB ST
LAKEWOOD CO 80215-1252

WEBSTER RONALD C SR UND 1/2 INT AND
WEBSTER RONALD C JR/JUDY C UND 1/2 JT
2105 ROBB ST
LAKEWOOD CO 80215-1252

WEST BENNETT ASSOCIATES LTD
7400 E CRESTLINE CIRCLE SUITE 150
GREENWOOD VILLAGE CO 80111

WESTERN TRANSPORT LLC
1331 17TH ST STE 1000
DENVER CO 80202-1566

WESTERN TRANSPORT LLC
C/O CORPORATE CREATIONS NETWORK INC
1331 17TH ST STE 1000
DENVER CO 80202-1566

WHITE FAMILY REVOCABLE TRUST
C/O CORNELIA M WHITE
345 HOWELL AVE
BRUSH CO 80723-1731

WIEBOLD ROBERT T
5187 SAGE THRASHER RD
PARKER CO 80134-2738

WILSON ELIZABETH
PO BOX 268
WATKINS CO 80137-0268

WILSON ELIZABETH A
PO BOX 268
WATKINS CO 80137-0268

WINDER TALLON
1931 GILMORE ST
WATKINS CO 80137-6811

WOLFF CHRISTINE
16 S NOME ST UNIT D
AURORA CO 80012-1272

WOLTMAN TERRY L TRUSTEE UNDER THE
TERRY L WOLTMAN LIVING TRUST
PO BOX 267
BENNETT CO 80102-0267

WOODS KENNETH
7733 SCHUMAKER RD
BENNETT CO 80102

YOUNG FREDRIC WATSON
C/O CORNELIA M WHITE
345 HOWELL AVE
BRUSH CO 80723-1731

YOUNG WILLIAM A/MADELINE S AS
TRUSTEES OF W A YOUNG FAM TRS
345 HOWELL AVE
BRUSH CO 80723-1731

ZUNDEL DANA J
PO BOX 2908
HOMER AK 99603

FOX AEROSERVICES LLC
OR CURRENT RESIDENT
37505 CESSNA WAY
WATKINS CO 80137-7157

ADAMS JORDAN AND
ADAMS ANYA
OR CURRENT RESIDENT
2993 FOUNTAIN HILL CT
WATKINS CO 80137-7116

AGNEW R ROGER AKA AGNEW RAYMOND R
OR CURRENT RESIDENT
4100 ECLECTIC ST
WATKINS CO 80137-7163

ARDIZZONE II JOSEPH WILLIAM
OR CURRENT RESIDENT
32511 E COLFAX AVE
WATKINS CO 80137-8703

BARGER JOSEPH M
OR CURRENT RESIDENT
2982 HASKELL CT
WATKINS CO 80137-7113

BERKEY FREDERIC L AND JEWEL D
OR CURRENT RESIDENT
31790 E 2ND CT
WATKINS CO 80137

BISWURM GENEVIEVE K
OR CURRENT RESIDENT
2805 HASKELL CT
WATKINS CO 80137-7112

BOUSHEE TERRY AND
BOUSHEE SALLY
OR CURRENT RESIDENT
42560 E 64TH AVE
BENNETT CO 80102-9160

BOWMAN JOHN E AND
BOWMAN BIAMA E
OR CURRENT RESIDENT
2283 HASKELL WAY
WATKINS CO 80137-7139

BRADEN NICHOLAS AND
BRADEN JUSTINE
OR CURRENT RESIDENT
33992 E 29TH AVE
WATKINS CO 80137-6717

BREDVOLD JEFFREY
OR CURRENT RESIDENT
7250 N MANILA RD
BENNETT CO 80102-8963

BREWER FORREST L AND
BREWER VIDA L
OR CURRENT RESIDENT
33955 E 25TH AVE
WATKINS CO 80137-7143

BRINKOETER RHONDA K
OR CURRENT RESIDENT
2585 HASKELL PL
WATKINS CO 80137-7138

CARDIN JOHN C AND CARDIN DONNA F
OR CURRENT RESIDENT
41460 US HIGHWAY 36
BENNETT CO 80102-7857

CARMICHAEL BRETT M
OR CURRENT RESIDENT
2752 GENTRY COURT
WATKINS CO 80137

CARY DANIEL M JR AND
CARY HOLLY J
OR CURRENT RESIDENT
2875 HASKELL CT
WATKINS CO 80137-7112

CASILLAS JESUS AND
CASILLAS TERESA
OR CURRENT RESIDENT
32721 E COLFAX AVE
WATKINS CO 80137-8700

CLARK NATHANIEL DAVID AND
CLARK DIANA M
OR CURRENT RESIDENT
7260 SCHUMAKER RD
BENNETT CO 80102-9604

DELEHOY BRENT AND
SCHIEGEL PAULA
OR CURRENT RESIDENT
2274 HASKELL WAY
WATKINS CO 80137-7139

DENES ROLAND A
OR CURRENT RESIDENT
7204 SCHUMAKER RD
BENNETT CO 80102-9604

DOWD MICHAEL T AND
DOWD MEGAN E
OR CURRENT RESIDENT
33850 E 25TH AVE
WATKINS CO 80137

EBERHARD FAMILY TRUST THE
OR CURRENT RESIDENT
2583 GENTRY PL
WATKINS CO 80137-7118

ELRICK DONALD AND
ELRICK JANICE
OR CURRENT RESIDENT
1935 ANDERSON ST
WATKINS CO 80137-6818

ENGBRECHT DAVID AND
ENGBRECHT JENNIFER
OR CURRENT RESIDENT
34450 E 25TH AVE
WATKINS CO 80137-7135

ENNIS CHIZUKO
OR CURRENT RESIDENT
2963 FOUNTAIN HILL COURT
WATKINS CO 80137

FERRELL JAMES E AND
FERRELL FRANCES LYNN
OR CURRENT RESIDENT
1980 GILMORE ST
WATKINS CO 80137-6811

FOX DALE AND FOX PRISCILLA
OR CURRENT RESIDENT
2952 FOUNTAIN HILL CT
WATKINS CO 80137-7116

FREIBERG WILLIAM E AND
FREIBERG JONI E
OR CURRENT RESIDENT
2563 GENTRY PLACE
WATKINS CO 80137

GAGNON PAUL D AND
GAGNON CHERYL L
OR CURRENT RESIDENT
2681 ECLIPSE ST
WATKINS CO 80137-7177

GINEZ MONICA AND
GINEZ JOSE F
OR CURRENT RESIDENT
2972 FOUNTAIN HILL CT
WATKINS CO 80137-7116

GUE ALTON E JR
OR CURRENT RESIDENT
2680 ECLIPSE ST
WATKINS CO 80137

HALTOM ALAN AND
HALTOM TIFFANY
OR CURRENT RESIDENT
37800 CESSNA WAY HNGR 4E
WATKINS CO 80137-7186

HANLEY PETER J AND
HANLEY VIVIAN C
OR CURRENT RESIDENT
2962 HASKELL CT
WATKINS CO 80137-7113

HARRIS ROBERT
OR CURRENT RESIDENT
42700 E 64TH AVENUE
BENNETT CO 80102

HASTINGS ROBERT E
OR CURRENT RESIDENT
2950 ECLECTIC CT
WATKINS CO 80137-7117

HERRERA IVAN VARGAS AND
HERRERA JORGE
OR CURRENT RESIDENT
33375 E 26TH AVE
WATKINS CO 80137-6714

HORVATH TIBOR AND
HORVATH VICTORIA
OR CURRENT RESIDENT
2263 HASKELL WAY
WATKINS CO 80137

JACKSON DENNIS JOHN AND
JACKSON MEGAN MARIE
OR CURRENT RESIDENT
43100 E 64TH AVE
BENNETT CO 80102-9104

JAGMIN GENE T
OR CURRENT RESIDENT
2971 HANOVER COURT
WATKINS CO 80137

JOHNSON GREGORY N AND
JOHNSON LESLEE T
OR CURRENT RESIDENT
2542 GENTRY PLACE
WATKINS CO 80137

JOHNSON RICHARD R
OR CURRENT RESIDENT
33780 38TH AVE
WATKINS CO 80137-7176

JONES LARRY K
OR CURRENT RESIDENT
2882 GENTRY CT
WATKINS CO 80137

LE VEQUE GREGORY M AND PAMELA J
OR CURRENT RESIDENT
2584 HASKELL PL
WATKINS CO 80137

LOPEZ JAVIER
OR CURRENT RESIDENT
1960 CAVANAUGH RD
WATKINS CO 80137-6700

LOPEZ MARY ANN
OR CURRENT RESIDENT
41635 E 48TH AVE
BENNETT CO 80102

LUHRSEN LARS F AND
LUHRSEN COURTNEY B
OR CURRENT RESIDENT
33952 E 29TH AVE
WATKINS CO 80137-6717

MARTIN FAMILY TRUST THE
OR CURRENT RESIDENT
2505 HASKELL PLACE
WATKINS CO 80137

MARTIN STACEY AND
MARTIN LORI
OR CURRENT RESIDENT
2983 HASKELL CT
WATKINS CO 80137-7113

MAXWELL SHANNON K AND
MAXWELL GREGG A
OR CURRENT RESIDENT
41660 US HIGHWAY 36
BENNETT CO 80102-7859

MC CARTHY PATRICK J AND
MC CARTHY GLORIA J
OR CURRENT RESIDENT
31815 E 2ND COURT
WATKINS CO 80137

MELLECKER LINDA L TRUSTEE/MELLECKER
LINDA L REVOCABLE TRUST THE
OR CURRENT RESIDENT
2373 HASKELL WAY
WATKINS CO 80137-7139

METSKER CARL E AND
METSKER JOAN F
OR CURRENT RESIDENT
2943 FOUNTAIN HILL CT
WATKINS CO 80137

MEWALDT JAMES R AND
MEWALDT RUTH A
OR CURRENT RESIDENT
2970 ECLECTIC CT
WATKINS CO 80137-7117

MEYERS ROBERT W
OR CURRENT RESIDENT
2544 HASKELL PLACE
WATKINS CO 80137

MK LLLP
OR CURRENT RESIDENT
1600 N HUDSON RD
WATKINS CO 80137-6800

MOLER THERESE M/GREG D 51% INT AND
MOLER THERESE M 49% INT
OR CURRENT RESIDENT
34090 E 25TH AVE
WATKINS CO 80137

MUNOZ MARISOL HERNANDEZ AND
PEREZ RAFAEL
OR CURRENT RESIDENT
7450 SCHUMAKER RD
BENNETT CO 80102-8968

MUNOZ MICHAEL AND
MUNOZ AMY
OR CURRENT RESIDENT
7450 N MANILA RD
BENNETT CO 80102-8965

NUNEZ ABEL AND
NUNEZ VERONICA
OR CURRENT RESIDENT
2100 N WATKINS RD
WATKINS CO 80137-6804

OCAMPO HERNANDEZ GERARDO
OR CURRENT RESIDENT
2254 HASKELL WAY
WATKINS CO 80137-7139

OGDEN TERRY L AND
OGDEN SALLY A
OR CURRENT RESIDENT
33752 E 29TH AVE
WATKINS CO 80137-6718

OLSON JOHN RICHARD AND
OLSON CINDY RAE
OR CURRENT RESIDENT
2860 ECLIPSE ST
WATKINS CO 80137-7146

OS REMODELING AND CONSTRUCTION
OR CURRENT RESIDENT
2030 N WATKINS RD
WATKINS CO 80137-6810

PALAMAR GUILLERMO
OR CURRENT RESIDENT
5240 SCHUMAKER RD
BENNETT CO 80102-9148

PAWLEY ALAN J
OR CURRENT RESIDENT
2971 ECLECTIC CT
WATKINS CO 80137-7117

PERSON JOHN F AND
PERSON JANIE L
OR CURRENT RESIDENT
2991 ECLECTIC CT
WATKINS CO 80137-7117

PESCH CYNTHIA A
OR CURRENT RESIDENT
2951 HANOVER CT
WATKINS CO 80137-7114

PETERSON HELEN M
OR CURRENT RESIDENT
2977 FOUNTAIN HILL CT
WATKINS CO 80137-7116

PILAND LOWELL
OR CURRENT RESIDENT
43651 E 38TH AVE
BENNETT CO 80102-8846

PORTER CRAIG R
OR CURRENT RESIDENT
2881 GENTRY CT
WATKINS CO 80137-7115

PUCKETT STEVE M AND
PUCKETT DONNA J
OR CURRENT RESIDENT
4820 SCHUMAKER RD
BENNETT CO 80102-9148

RAMSDELL MARK G AND
RAMSDELL CAROL J
OR CURRENT RESIDENT
34150 E 25TH AVE
WATKINS CO 80137

REMPFER EPHRAIM
OR CURRENT RESIDENT
2244 HASKELL WAY
WATKINS CO 80137-7139

RESCH JEANNE M
OR CURRENT RESIDENT
34250 E 25TH AVE
WATKINS CO 80137-7101

REYNOLDS WILLIAM B AND
REYNOLDS MARY R
OR CURRENT RESIDENT
2504 HASKELL PL
WATKINS CO 80137-7138

RICE MERRI-LYN
OR CURRENT RESIDENT
2950 HANOVER CT
WATKINS CO 80137-7114

ROBSON RONALD E AND
ROBSON CYNTHIA A
OR CURRENT RESIDENT
33855 E 45TH AVE
WATKINS CO 80136

ROHDE TERRY L AND
ROHDE PATRICIA S
OR CURRENT RESIDENT
34251 E 25TH AVE
WATKINS CO 80137

SALAS JUAN M AND
TELLEZ JAILENE
OR CURRENT RESIDENT
1950 GILMORE ST
WATKINS CO 80137-6811

SAUDER KEITH RANDALL AND
SAUDER KATHERINE ANN
OR CURRENT RESIDENT
2625 N PETERSON RD
BENNETT CO 80102-8813

SCHOFIELD FELIX R AND
SCHOFIELD ERICA M
OR CURRENT RESIDENT
34050 E 25TH AVE
WATKINS CO 80137-7137

SEWILL SEAN M AND
DARLING-SEWILL KIMBERLY L
OR CURRENT RESIDENT
2772 GENTRY CT
WATKINS CO 80137-7115

SIERRA MARCO VINICIO
OR CURRENT RESIDENT
6140 SCHUMAKER RD
BENNETT CO 80102-9150

SMALLEY KARLAND H AND
SMALLEY TRACEY A
OR CURRENT RESIDENT
33980 E 40TH AVE
WATKINS CO 80137

SNELL CHESTER LAWRENCE AND
SNELL LINDA M
OR CURRENT RESIDENT
2565 HASKELL PL
WATKINS CO 80137-7138

SOUTHWELL CAREY IRENE AND
SOUTHWELL CHARLES MARK
OR CURRENT RESIDENT
2953 HASKELL CT
WATKINS CO 80137-7113

SPENCER REBECCA J KEITH
OR CURRENT RESIDENT
2874 HASKELL CT
WATKINS CO 80137-7112

STERNER ELLEN AND
HARPER WILLIAM LAMAR
OR CURRENT RESIDENT
2774 HASKELL CT
WATKINS CO 80137-7166

STEWART HEATHER L AND
STEWART ROBERT S
OR CURRENT RESIDENT
2981 HANOVER CT
WATKINS CO 80137-7114

SUGAR MARK L AND SUGAR TRACY B
OR CURRENT RESIDENT
1991 GILMORE ST
WATKINS CO 80137-6811

SUNGWOO INC
OR CURRENT RESIDENT
32691 E COLFAX AVE
WATKINS CO 80137-8727

SWENSON JERRY A
OR CURRENT RESIDENT
41020 US HIGHWAY 36
BENNETT CO 80102-8626

TAYLOR ALETHEA D
OR CURRENT RESIDENT
2294 HASKELL WAY
WATKINS CO 80137-7139

TEMPLETON BEN H AND
TEMPLETON GARNETT F
OR CURRENT RESIDENT
33950 E 25TH AVE
WATKINS CO 80137-7196

THE CRONK FAMILY TRUST
OR CURRENT RESIDENT
43905 E 64TH AVE
BENNETT CO 80102-9104

THERIAULT BRIAN AND
THERIAULT DENETTE
OR CURRENT RESIDENT
31810 E 2ND CT
WATKINS CO 80137-6821

TOWN TIFFENY A AND
TOWN MICAH G
OR CURRENT RESIDENT
7380 SCHUMAKER RD
BENNETT CO 80102-9604

VILLEGAS WALTER
OR CURRENT RESIDENT
35070 E COLFAX AVE
WATKINS CO 80137-9007

WADE RODGER GRANT AND
WADE CAROL R
OR CURRENT RESIDENT
6060 SCHUMAKER RD
BENNETT CO 80102-9150

WHITE ROBERT F AND
WHITE MARY K
OR CURRENT RESIDENT
31805 E 2ND CT
WATKINS CO 80137-6821

WILLIAMS RICHARD L AND
WILLIAMS AMY L
OR CURRENT RESIDENT
2543 GENTRY PL
WATKINS CO 80137-7118

WILLIS EUGENE A AND
WILLIS KIMBERLY A
OR CURRENT RESIDENT
7905 SCHUMAKER RD
BENNETT CO 80102-9656

WILSON ANDREW M AND
WILSON SARAH M
OR CURRENT RESIDENT
7545 SCHUMAKER RD
BENNETT CO 80102-9614

WINDER TALLON
OR CURRENT RESIDENT
1931 GILMORE ST
WATKINS CO 80137-6811

WINTERS CHARLES A
OR CURRENT RESIDENT
2990 ECLECTIC CT
WATKINS CO 80137-7117

ZUHLKE RONALD L JR AND
ZUHLKE HEIDI
OR CURRENT RESIDENT
41620 US HIGHWAY 36
BENNETT CO 80102-7859

CURRENT RESIDENT
41140 US HIGHWAY 36
BENNETT CO 80102-7800

CURRENT RESIDENT
41220 US HIGHWAY 36
BENNETT CO 80102-7800

CURRENT RESIDENT
41280 US HIGHWAY 36
BENNETT CO 80102-7800

CURRENT RESIDENT
41340 US HIGHWAY 36
BENNETT CO 80102-7857

CURRENT RESIDENT
41420 US HIGHWAY 36
BENNETT CO 80102-7857

CURRENT RESIDENT
41540 US HIGHWAY 36
BENNETT CO 80102-7858

CURRENT RESIDENT
40940 US HIGHWAY 36
BENNETT CO 80102-8626

CURRENT RESIDENT
41070 US HIGHWAY 36
BENNETT CO 80102-8626

CURRENT RESIDENT
6955 N PETERSON RD
BENNETT CO 80102-8810

CURRENT RESIDENT
2495 SCHUMAKER RD
BENNETT CO 80102-8843

CURRENT RESIDENT
3535 N HARBACK RD
BENNETT CO 80102-8856

CURRENT RESIDENT
3707 N HARBACK RD
BENNETT CO 80102-8856

CURRENT RESIDENT
1614 N MANILA RD
BENNETT CO 80102-8868

CURRENT RESIDENT
1616 MANILLA RD
BENNETT CO 80102-8868

CURRENT RESIDENT
1616 N MANILA RD
BENNETT CO 80102-8868

CURRENT RESIDENT
1631 N MANILA RD
BENNETT CO 80102-8868

CURRENT RESIDENT
2121 MANILLA RD
BENNETT CO 80102-8868

CURRENT RESIDENT
2121 N MANILA RD
BENNETT CO 80102-8868

CURRENT RESIDENT
2575 MANILLA RD
BENNETT CO 80102-8868

CURRENT RESIDENT
2575 N MANILA RD
BENNETT CO 80102-8868

CURRENT RESIDENT
7350 N MANILA RD
BENNETT CO 80102-8964

CURRENT RESIDENT
7550 N MANILA RD
BENNETT CO 80102-8966

CURRENT RESIDENT
5400 SCHUMAKER RD
BENNETT CO 80102-9103

CURRENT RESIDENT
5950 SCHUMAKER RD
BENNETT CO 80102-9150

CURRENT RESIDENT
6840 MANILLA RD
BENNETT CO 80102-9524

CURRENT RESIDENT
6840 N MANILA RD
BENNETT CO 80102-9524

CURRENT RESIDENT
7010 MANILLA RD
BENNETT CO 80102-9530

CURRENT RESIDENT
7010 N MANILA RD
BENNETT CO 80102-9530

CURRENT RESIDENT
7070 MANILLA RD
BENNETT CO 80102-9530

CURRENT RESIDENT
7070 N MANILA RD
BENNETT CO 80102-9530

CURRENT RESIDENT
7180 MANILLA RD
BENNETT CO 80102-9530

CURRENT RESIDENT
7180 N MANILA RD
BENNETT CO 80102-9530

CURRENT RESIDENT
7190 MANILLA RD
BENNETT CO 80102-9530

CURRENT RESIDENT
7190 N MANILA RD
BENNETT CO 80102-9530

CURRENT RESIDENT
7291 SCHUMAKER RD
BENNETT CO 80102-9604

CURRENT RESIDENT
7347 SCHUMAKER RD
BENNETT CO 80102-9604

CURRENT RESIDENT
7580 SCHUMAKER RD
BENNETT CO 80102-9614

CURRENT RESIDENT
7590 SCHUMAKER RD
BENNETT CO 80102-9614

CURRENT RESIDENT
1950 CAVANAUGH RD
WATKINS CO 80137-6700

CURRENT RESIDENT
2300 CAVANAUGH RD
WATKINS CO 80137-6700

CURRENT RESIDENT
33105 E COLFAX AVE UNIT A
WATKINS CO 80137-6720

CURRENT RESIDENT
33105 E COLFAX AVE UNIT B
WATKINS CO 80137-6720

CURRENT RESIDENT
33105 E COLFAX AVE UNIT C
WATKINS CO 80137-6720

CURRENT RESIDENT
33105 E COLFAX AVE UNIT D
WATKINS CO 80137-6720

CURRENT RESIDENT
33105 E COLFAX AVE UNIT E
WATKINS CO 80137-6720

CURRENT RESIDENT
33105 E COLFAX AVE UNIT F
WATKINS CO 80137-6720

CURRENT RESIDENT
33105 E COLFAX AVE UNIT G
WATKINS CO 80137-6720

CURRENT RESIDENT
33355 E COLFAX AVE
WATKINS CO 80137-6732

CURRENT RESIDENT
32845 E COLFAX AVE
WATKINS CO 80137-6736

CURRENT RESIDENT
35500 E COLFAX AVE SPC RV1
WATKINS CO 80137-6801

CURRENT RESIDENT
35500 E COLFAX AVE SPC RV10
WATKINS CO 80137-6801

CURRENT RESIDENT
35500 E COLFAX AVE SPC RV2
WATKINS CO 80137-6801

CURRENT RESIDENT
35500 E COLFAX AVE SPC RV3
WATKINS CO 80137-6801

CURRENT RESIDENT
35500 E COLFAX AVE SPC RV4
WATKINS CO 80137-6801

CURRENT RESIDENT
35500 E COLFAX AVE SPC RV5
WATKINS CO 80137-6801

CURRENT RESIDENT
35500 E COLFAX AVE SPC RV6
WATKINS CO 80137-6801

CURRENT RESIDENT
35500 E COLFAX AVE SPC RV7
WATKINS CO 80137-6801

CURRENT RESIDENT
35500 E COLFAX AVE SPC RV8
WATKINS CO 80137-6801

CURRENT RESIDENT
35500 E COLFAX AVE SPC RV9
WATKINS CO 80137-6801

CURRENT RESIDENT
35500 E COLFAX AVE SPC T5
WATKINS CO 80137-6801

CURRENT RESIDENT
35500 E COLFAX AVE SPC RV12
WATKINS CO 80137-6802

CURRENT RESIDENT
35500 E COLFAX AVE SPC RV13
WATKINS CO 80137-6802

CURRENT RESIDENT
35500 E COLFAX AVE SPC HSE2
WATKINS CO 80137-6803

CURRENT RESIDENT
35500 E COLFAX AVE SPC HSE3
WATKINS CO 80137-6803

CURRENT RESIDENT
35500 E COLFAX AVE SPC RV14
WATKINS CO 80137-6808

CURRENT RESIDENT
1980 S CLAY ST
WATKINS CO 80137-6817

CURRENT RESIDENT
1981 S CLAY ST
WATKINS CO 80137-6817

CURRENT RESIDENT
1965 ANDERSON ST
WATKINS CO 80137-6818

CURRENT RESIDENT
32555 E FRONT ST N
WATKINS CO 80137-6819

CURRENT RESIDENT
31800 E 2ND CT
WATKINS CO 80137-6821

CURRENT RESIDENT
1610 DENVER AVE
WATKINS CO 80137-6822

CURRENT RESIDENT
37400 ASTRA WAY
WATKINS CO 80137-7105

CURRENT RESIDENT
37700 ASTRA WAY UNIT 1
WATKINS CO 80137-7106

CURRENT RESIDENT
37700 ASTRA WAY UNIT 2
WATKINS CO 80137-7106

CURRENT RESIDENT
37550 E 50TH AVE HNGR 2E
WATKINS CO 80137-7107

CURRENT RESIDENT
37400 E 50TH AVE HNGR 2E
WATKINS CO 80137-7110

CURRENT RESIDENT
37550 ASTRA WAY HNGR 3E
WATKINS CO 80137-7111

CURRENT RESIDENT
2804 HASKELL CT
WATKINS CO 80137-7112

CURRENT RESIDENT
2992 HASKELL CT
WATKINS CO 80137-7113

CURRENT RESIDENT
2552 GENTRY PL
WATKINS CO 80137-7118

CURRENT RESIDENT
37700 CESSNA WAY HNGR 6E
WATKINS CO 80137-7120

CURRENT RESIDENT
37835 ASTRA WAY
WATKINS CO 80137-7121

CURRENT RESIDENT
34195 E 48TH AVE
WATKINS CO 80137-7126

CURRENT RESIDENT
37801 E 51ST AVE HNGR 1E
WATKINS CO 80137-7132

CURRENT RESIDENT
37801 E 51ST AVE HNGR 2E
WATKINS CO 80137-7132

CURRENT RESIDENT
37801 E 51ST AVE HNGR 2W
WATKINS CO 80137-7132

CURRENT RESIDENT
37451 BEECHCRAFT WAY HNGR 2
WATKINS CO 80137-7134

CURRENT RESIDENT
37451 BEECHCRAFT WAY HNGR 3
WATKINS CO 80137-7134

CURRENT RESIDENT
4101 IMBODEN RD
WATKINS CO 80137-7136

CURRENT RESIDENT
2372 HASKELL WAY
WATKINS CO 80137-7139

CURRENT RESIDENT
5049 FRONT RANGE PKWY
WATKINS CO 80137-7145

CURRENT RESIDENT
2861 ECLIPSE ST
WATKINS CO 80137-7146

CURRENT RESIDENT
37450 ASTRA WAY UNIT T32
WATKINS CO 80137-7147

CURRENT RESIDENT
33900 E 40TH AVE
WATKINS CO 80137-7148

CURRENT RESIDENT
37600 E 50TH AVE HNGR 6E
WATKINS CO 80137-7149

CURRENT RESIDENT
34100 E 40TH AVE
WATKINS CO 80137-7153

CURRENT RESIDENT
37500 E 50TH AVE HNGR 1W
WATKINS CO 80137-7155

CURRENT RESIDENT
37500 E 50TH AVE HNGR 5W
WATKINS CO 80137-7155

CURRENT RESIDENT
5200 FRONT RANGE PKWY LOWR 1
WATKINS CO 80137-7156

CURRENT RESIDENT
5200 FRONT RANGE PKWY LOWR 2
WATKINS CO 80137-7156

CURRENT RESIDENT
5200 FRONT RANGE PKWY STE A
WATKINS CO 80137-7156

CURRENT RESIDENT
5200 FRONT RANGE PKWY UNIT 5
WATKINS CO 80137-7156

CURRENT RESIDENT
5200 FRONT RANGE PKWY UNIT 6
WATKINS CO 80137-7156

CURRENT RESIDENT
37401 BEECHCRAFT WAY
WATKINS CO 80137-7158

CURRENT RESIDENT
5150 FRONT RANGE PKWY STE 1
WATKINS CO 80137-7160

CURRENT RESIDENT
5150 FRONT RANGE PKWY STE A
WATKINS CO 80137-7160

CURRENT RESIDENT
5150 FRONT RANGE PKWY STE B
WATKINS CO 80137-7160

CURRENT RESIDENT
5150 FRONT RANGE PKWY STE C
WATKINS CO 80137-7160

CURRENT RESIDENT
5150 FRONT RANGE PKWY STE G
WATKINS CO 80137-7160

CURRENT RESIDENT
5150 FRONT RANGE PKWY STE H
WATKINS CO 80137-7160

CURRENT RESIDENT
5150 FRONT RANGE PKWY STE I
WATKINS CO 80137-7160

CURRENT RESIDENT
37600 CESSNA WAY
WATKINS CO 80137-7161

CURRENT RESIDENT
37550 ASTRA WAY HNGR 4E
WATKINS CO 80137-7171

CURRENT RESIDENT
37550 ASTRA WAY HNGR 5E
WATKINS CO 80137-7171

CURRENT RESIDENT
37550 ASTRA WAY UNIT 2E
WATKINS CO 80137-7171

CURRENT RESIDENT
5200 FRONT RANGE PKWY UNIT 13
WATKINS CO 80137-7173

CURRENT RESIDENT
5200 FRONT RANGE PKWY UNIT 2
WATKINS CO 80137-7173

CURRENT RESIDENT
5200 FRONT RANGE PKWY UNIT A
WATKINS CO 80137-7173

CURRENT RESIDENT
5150 FRONT RANGE PKWY HNGR 2
WATKINS CO 80137-7174

CURRENT RESIDENT
5150 FRONT RANGE PKWY STE D
WATKINS CO 80137-7174

CURRENT RESIDENT
5150 FRONT RANGE PKWY UNIT 3
WATKINS CO 80137-7174

CURRENT RESIDENT
32820 E FRONT ST S
WATKINS CO 80137-7178

CURRENT RESIDENT
37625 ASTRA WAY
WATKINS CO 80137-7179

CURRENT RESIDENT
37650 ASTRA WAY
WATKINS CO 80137-7179

CURRENT RESIDENT
1800 N WATKINS RD
WATKINS CO 80137-7182

CURRENT RESIDENT
37550 ASTRA WAY HNGR 1E
WATKINS CO 80137-7183

CURRENT RESIDENT
37800 CESSNA WAY HNGR 1E
WATKINS CO 80137-7186

CURRENT RESIDENT
37800 CESSNA WAY HNGR 2E
WATKINS CO 80137-7186

CURRENT RESIDENT
37800 CESSNA WAY HNGR 3E
WATKINS CO 80137-7186

CURRENT RESIDENT
37800 CESSNA WAY HNGR 5W
WATKINS CO 80137-7186

CURRENT RESIDENT
37800 CESSNA WAY HNGR 6E
WATKINS CO 80137-7186

CURRENT RESIDENT
37800 CESSNA WAY HNGR 6W
WATKINS CO 80137-7186

CURRENT RESIDENT
37700 CESSNA WAY HNGR 2W
WATKINS CO 80137-7194

CURRENT RESIDENT
37700 CESSNA WAY HNGR 1E
WATKINS CO 80137-7195

CURRENT RESIDENT
37700 CESSNA WAY HNGR 5W
WATKINS CO 80137-7195

CURRENT RESIDENT
5190 VIOLET HILL ST UNIT D
WATKINS CO 80137-7198

CURRENT RESIDENT
37350 ASTRA WAY
WATKINS CO 80137-7199

CURRENT RESIDENT
37900 CESSNA WAY HNGR B
WATKINS CO 80137-7204

CURRENT RESIDENT
37350 E 50TH AVE
WATKINS CO 80137-7206

CURRENT RESIDENT
37701 E 51ST AVE HNGR 1W
WATKINS CO 80137-7210

CURRENT RESIDENT
37701 E 51ST AVE HNGR 2W
WATKINS CO 80137-7210

CURRENT RESIDENT
37870 E 50TH AVE HNGR A
WATKINS CO 80137-7214

CURRENT RESIDENT
37870 E 50TH AVE HNGR B
WATKINS CO 80137-7214

CURRENT RESIDENT
5190 VIOLET HILL ST UNIT A
WATKINS CO 80137-7216

CURRENT RESIDENT
5190 VIOLET HILL ST UNIT B
WATKINS CO 80137-7216

CURRENT RESIDENT
5190 VIOLET HILL ST UNIT C
WATKINS CO 80137-7216

CURRENT RESIDENT
5190 VIOLET HILL ST UNIT E
WATKINS CO 80137-7216

CURRENT RESIDENT
5190 VIOLET HILL ST UNIT F
WATKINS CO 80137-7216

CURRENT RESIDENT
37800 ASTRA WAY HNGR 5W
WATKINS CO 80137-7218

CURRENT RESIDENT
37500 ASTRA WAY HNGR 3E
WATKINS CO 80137-7219

CURRENT RESIDENT
37700 E 50TH AVE HNGR 1
WATKINS CO 80137-7222

CURRENT RESIDENT
6657 IMBODEN RD
WATKINS CO 80137-7223

CURRENT RESIDENT
5195 FRONT RANGE PKWY
WATKINS CO 80137-7224

CURRENT RESIDENT
5126 FRONT RANGE PKWY STE A
WATKINS CO 80137-7700

CURRENT RESIDENT
5126 FRONT RANGE PKWY UNIT B
WATKINS CO 80137-7700

CURRENT RESIDENT
37850 CESSNA WAY HNGR 3E
WATKINS CO 80137-7702

CURRENT RESIDENT
37850 CESSNA WAY HNGR 6E
WATKINS CO 80137-7703

CURRENT RESIDENT
32781 E COLFAX AVE
WATKINS CO 80137-8700

CURRENT RESIDENT
32505 E COLFAX AVE
WATKINS CO 80137-8703

CURRENT RESIDENT
32071 E COLFAX AVE
WATKINS CO 80137-8705

CURRENT RESIDENT
31990 E COLFAX AVE
WATKINS CO 80137-8706

CURRENT RESIDENT
32681 E COLFAX AVE
WATKINS CO 80137-8727

CURRENT RESIDENT
33000 E 72ND AVE
WATKINS CO 80137-8930

CURRENT RESIDENT
6995 IMBODEN RD
WATKINS CO 80137-8934

CURRENT RESIDENT
6455 IMBODEN RD
WATKINS CO 80137-8944

CURRENT RESIDENT
35500 E COLFAX AVE APT 1
WATKINS CO 80137-9002

CURRENT RESIDENT
35500 E COLFAX AVE APT 3
WATKINS CO 80137-9002

CURRENT RESIDENT
35500 E COLFAX AVE SPC 32
WATKINS CO 80137-9002

CURRENT RESIDENT
35500 E COLFAX AVE SPC RV11
WATKINS CO 80137-9002

CURRENT RESIDENT
35500 E COLFAX AVE SPC RV15
WATKINS CO 80137-9002

CURRENT RESIDENT
35500 E COLFAX AVE SPC RV16
WATKINS CO 80137-9002

CURRENT RESIDENT
35500 E COLFAX AVE SPC 1
WATKINS CO 80137-9013

CURRENT RESIDENT
35500 E COLFAX AVE SPC 10
WATKINS CO 80137-9013

CURRENT RESIDENT
35500 E COLFAX AVE SPC 11
WATKINS CO 80137-9013

CURRENT RESIDENT
35500 E COLFAX AVE SPC 12
WATKINS CO 80137-9013

CURRENT RESIDENT
35500 E COLFAX AVE SPC 13
WATKINS CO 80137-9013

CURRENT RESIDENT
35500 E COLFAX AVE SPC 14
WATKINS CO 80137-9013

CURRENT RESIDENT
35500 E COLFAX AVE SPC 15
WATKINS CO 80137-9013

CURRENT RESIDENT
35500 E COLFAX AVE SPC 16
WATKINS CO 80137-9013

CURRENT RESIDENT
35500 E COLFAX AVE SPC 17
WATKINS CO 80137-9013

CURRENT RESIDENT
35500 E COLFAX AVE SPC 2
WATKINS CO 80137-9013

CURRENT RESIDENT
35500 E COLFAX AVE SPC 3
WATKINS CO 80137-9013

CURRENT RESIDENT
35500 E COLFAX AVE SPC 4
WATKINS CO 80137-9013

CURRENT RESIDENT
35500 E COLFAX AVE SPC 5
WATKINS CO 80137-9013

CURRENT RESIDENT
35500 E COLFAX AVE SPC 6
WATKINS CO 80137-9013

CURRENT RESIDENT
35500 E COLFAX AVE SPC 7
WATKINS CO 80137-9013

CURRENT RESIDENT
35500 E COLFAX AVE SPC 8
WATKINS CO 80137-9013

CURRENT RESIDENT
35500 E COLFAX AVE SPC 9
WATKINS CO 80137-9013

CURRENT RESIDENT
35500 E COLFAX AVE APT 4
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE APT 5
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE APT 6
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC 18
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC 19
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC 20
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC 21
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC 22
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC 23
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC 24
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC 25
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC 26
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC 27
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC 28
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC 29
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC 30
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC 31
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC 33
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC 34
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC 35
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC 36
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC 37
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC 39
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC 40
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC 41
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC 43
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC 44
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC 45
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC 46
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC HSE1
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC T1
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC T2
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC T3
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC T3B
WATKINS CO 80137-9014

CURRENT RESIDENT
35500 E COLFAX AVE SPC 42
WATKINS CO 80137-9016

CURRENT RESIDENT
35500 E COLFAX AVE BLDG 2
WATKINS CO 80137-9019

CURRENT RESIDENT
35500 E COLFAX AVE BLDG 3
WATKINS CO 80137-9020

CURRENT RESIDENT
35500 E COLFAX AVE BLDG 1
WATKINS CO 80137-9021

CURRENT RESIDENT
35500 E COLFAX AVE SPC T4
WATKINS CO 80137-9025